Saturday Night

Canada's Magazine of Business and Contemporary Affairs

NOVEMBER 7TH 1959 20 CENTS

The Seaway: Report on the First Year

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November 7, 1959

Saturday Night

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The SEAWAY'S First Year

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INSIDE STORY

In this issue SN presents another in its series of Special Reports. This time it examines the St. Lawrence Seaway, now nearing the close of its first year's operation. For many years the Seaway was one of Canada's grandest dreams; what is the emerging pattern now that the dream has become reality? The report begins on Page 13. SN's editors went first of all to the man at the top — the Hon. **George Hees,** Minister of Transport. His frankly stated views — reported verbatim — will clear up much of what is wishful thinking on Seaway operations. Following are an argument for the establishing of a Free Port in the Niagara area by **Court A. Cline,** retired engineer who lives in the district; an examination of what has happened to the Seaway ports (good and bad) assembled by business editor **R. M. Baiden;** the view from the Atlantic seaboard by **G. H. Pouder,** Baltimore businessman.

The Week of November 15 to 22 is again celebrated as young Canada's Book Week and on Page 26 **Marcus Van Steen** reports on how some of the magic can be knocked out of youthful reading by over-zealous pedagogues. Mr. Van Steen, a Nova Scotian by birth, as a free-lance writer has a vested interest in the voracious reader.

Are the United Appeals across Canada facing tougher sledding every year and if so, what should be done about it? **J. M. Anguish,** who writes about this dilemma on Page 28, speaks from experience. He is the executive director of one of the more successful such appeals, in London, Ontario.

Who is the Prime Minister's strongest lieutenant? There is no doubt, writes **Edwin Copps** in his Ottawa letter, that the post belongs to Finance Minister **Donald Fleming** whose astute handling of the "tight money" crisis was considerably more adept than that attempted by the PM.

Writing from London **Beverley Nichols** explores the curious grief of novelist **Graham Green** over the enforced departure of "les girls" from London's streets . . . in Medicine, **Brian Cahill,** medical correspondent of *The Gazette,* Montreal, reports on the growing dangers of unnecessary blood transfusions and in Sports, **John McDade,** pungent commentator on the Canadian scene, probes the complete phoneyness of "amateurism".

Letters

Mr. Fisher's House

Your first October issue had an Ottawa Letter by Edwin Copps dealing with my opinions on the House of Commons. I note only one inaccuracy (minor and probably my fault) but I would like to put two glosses on the record. Mr. Copps and I had a long interview, and he must have done much preparing and selecting for publication. Consequently, some readers are sure to have the impression that I am an impatient, humorless, egotistical chap who believes: "that the House does not conform to my sense of oughtness; that the government chooses to ignore my wisdom; therefore, I shall get out of politics."

The House of Commons is a very human institution, its members invariably friendly, with each within his own light doing the best he can. I have not found it a difficult place to work and there are remarkably few limitations on speaking one's mind or having a forum for one's ideas, aside from party cant and discipline. In an individual way, I have found the ministers and members as a whole most considerate.

A further impression I may have given through Mr. Copps is that I am contemptuous of constituency chores and grievances and those who centre their efforts here. Many members, I am sure, choose to do this because it is most satisfying. Each member seems to have a quota of zany pothers but the bulk of riding requests and obligations are serious and, in an informational way, the member can be a real help.

One pleasing corollary to the latter point is that the people in the riding of Port Arthur generally feel that once a member is chosen, he represents all the people and interest groups, whatever his or their political allegiance may be. The most enduring reward of being Port Arthur's member is this, and I state it with the pedagogical concern at mawkishness or corn, rather than the politician's delight in platitude, being to the fore.

OTTAWA DOUGLAS FISHER, M.P.

Ideal Realist

I agree with the conclusions of Doug Fisher as reported by Edwin Copps. But I object to the description of Fisher as an idealist. Nowadays there is a disparaging note in every use of the word "idealist", a suggestion that the so-called idealist is unrealistic and doesn't really know how, or how well, his bread is buttered.

In fact Fisher seems to be a realist. The men he criticises are the idealists; but their ideals, like most ideals, are bad. It would indeed be an ideal world, and a very bad world, if it were possible to solve social problems by individually conforming to the conditions that cause the problems. We are becoming a nation of conformists, and like all conformists we are living in a fool's paradise.

SALMON ARM, B.C. K. KARNEGEL JOHNSON

March to Mediocrity

After reading "Disenchantment of an Idealist" [SN Oct. 10] I felt as though I'd just witnessed a funeral.

It's becoming more obvious daily that our age belongs to the "organization man", the more conforming he is, the better accepted. Any thinking individual with the personal courage to point a finger is soon trampled by the voluble hordes of opportunists, endlessly spouting popular political slogans, the more trite the sooner swallowed by the public.

I'm completely disillusioned that we'll see or hear anything with a spark of originality issue from Ottawa for some years to come.

Incidentally, who silenced Canada's young voice in world affairs? I've been waiting for some time to hear that Canada would continue to increase in stature and influence, which looked so promising a few years ago.

Couldn't somebody convince Mr. Fisher to continue to suffer for a good cause and re-consider his decision? Somebody clear-headed needs to witness this "march to mediocrity" with pockets stuffed with borrowed ideas, if only to report to people who do care.

SUDBURY (MRS.) R. M. HODGINS

Proper Pie

On Page three of your issue of Oct. 10th you list "blueberry pie" among the "seven deadly pies of Canada." Here you should note that the term "blueberry pie" is used in widely different senses. It is used of a concoction, of doubtful edibility, apparently with a basis of office paste, found in many restaurants of the baser sort. It is evidently in this sense that you have used the term. But it is also used of blueberry pie proper—a confection of which nobody who has enjoyed it with an unvitiated palate speaks without a certain reverence.

Blueberry pie proper, with its close relatives, huckleberry pie and Saskatoon pie, characterizes particularly home-cooked meals; but while far from common except in a few fortunate households, it does occur exceptionally in occasional restaurants in the Muskoka, Parry Sound and Nipissing districts, possibly elsewhere. Its season is short; rare housewives have made it from home-canned blueberries, but this is very unusual. It has never been made in Toronto, so far as I know —attempts have failed because the berries were too stale.

I wish you the good fortune to enjoy a piece before you die.

TORONTO ERNEST J. FARMER

Canada & Commonwealth

As a sixth-generation Canadian who has spent most of his working life in the British West Indies, South Africa, Australia and India, may I congratulate you on your Commonwealth number? Most of it was accurate and informative. I doubt if Dean Walker's New Zealand birth entitles him to write of the Antipodeans as he did: doubtless he was trying to be funny. But beyond that the articles were admirable.

I wish I could say the same for the author of Comment of the Day. As Mutt used to say of Jeff, his ignorance was refreshing. The massacres in the Punjab (which were the only event to which he could be referring) had nothing to do with either revolution or independence. The partition of that province had been agreed to by Nehru and Jinnah; to suggest that any responsibility rested on the suzerain power is monstrous and shameful. The remarks on South Africa were an even greater travesty on fact. The war came out of a Transvaal ultimatum and the invasion of a self-governing British colony. The Africaners had their freedom before that act of aggression and they obtained it again within six years without the slightest appearance of violence or revolution.

Professor McNaught's wistful call to action comes forty years too late. On a

day in the life of a piece of paper

Paper must be tough these days. It gets pushed around, manhandled from office to plant and back again, where it might earn a brief rest in a filing cabinet, before doing the rounds once more.

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number of occasions since World War I the other dominions have been ready for a more intimate association, but Canadian political leaders, haunted by an inescapable inferiority complex, have queered the pitch every time. It is not a matter of party; that unlamented Prime Minister who had mastered the art of facing four ways at once did not drag his heels any more than Finance Minister Fleming, who behaved at Mont Tremblant as though Peter Thorneycroft was taking liberties with his person.

Between the sodden Macdonald and the cliche-ridden Diefenbaker there was one honorable exception, but even in the case of Sir Wilfrid Laurier it must be remembered that he came into power at a time when American truculence had thoroughly scared us, to say nothing of cutting off our market. Then as always we were out to get rather than to give.

MONTREAL G. R. STEVENS

Pearkes Without Pain

Mr. Pearkes' comforting remarks about the West "holding its own in the space race" will give comfort to the unintelligent and complacent, for whom they are presumably intended, but upon those who prefer to think for themselves it will have the opposite effect. We should be profoundly disturbed to realize that the defence of our nation is entrusted to a person who has so little respect for the facts, and so low an opinion of the public as to imagine that it will continue to digest this sort of mental anesthetic indefinitely.

It is obvious from Mr. Pearkes' words on this and other occasions, that he has not the slightest intention of facing the grim facts of the situation in which we find ourselves, or of acting in accordance with them. His "defence" is simply a psychological defence-mechanism intended to conceal from the public the sordid fact that his policy is entirely based on financial and political considerations, and offers the nation nothing but suicide for the majority, and slavery for the unfortunate survivors.

QUEBEC CITY JOHN B. MITCHELL

Doubtful Meddling

I am very pleased that your magazine seems to realize the need to emphasize "Education" in our country and I would like to congratulate you for the attention you have given this topic.

However, I am amazed that you too, have been fooled into spreading propaganda for Mr. Price and his High School program as now practised unfortunately in all Hamilton city schools.

As an interested parent I would ask you to look beneath the surface of this system before you praise this doubtful meddling with education. To introduce this "miracu-

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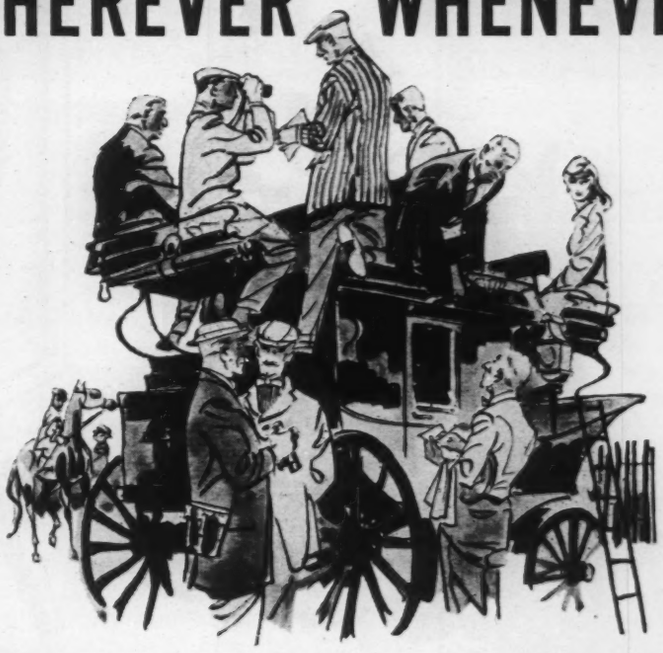

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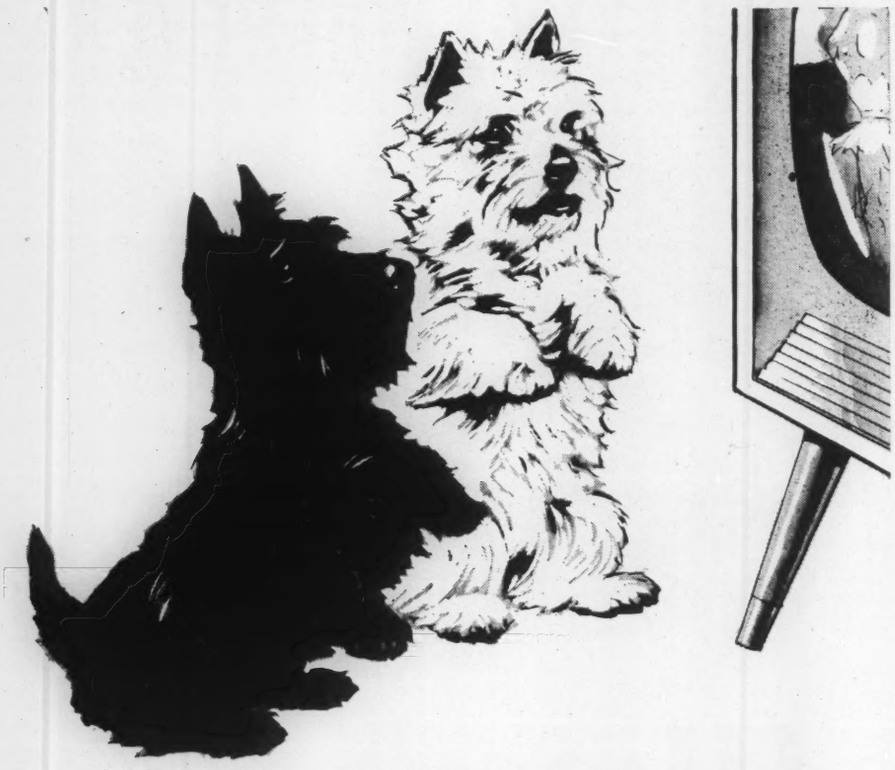

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lous system" it seems that time-honored ideas about education have to be thrown away.

In grade IX my son gets four 35 min. periods of science per week. Is this our answer to Russia?

- He gets five 35 min. periods per week for half a year to cover a course in British History. How can you learn about our British heritage in that time? If my son fails French in grade IX "the system" does not allow him to have a second try at the language spoken by such a large proportion of the people of Canada and Canada's second official language. This system imposes a nine period day which causes students to waste about 40 minutes per day moving from class to class.

The heavy load seems to cause an abnormal amount of sickness among the teachers and also lately teachers have been leaving Hamilton in numbers. A few years ago this was an almost unheard of event. Some of the blind alleys in this so called "system" tried to keep Delta students from returning to school this fall even though some were not yet 16 years of age. Only public pressure corrected this (see *Hamilton Spectator*).

Can we solve our educational problems? Certainly not with this *impoverished curriculum* and wasteful meddling. When a "system" becomes more important than education, the end product, then the "system" should be dropped.

ONE OF MANY ANXIOUS PARENTS.
HAMILTON *Name Withheld*

Outcast Pensioners

With reference to your editorial comment on pensions (SN Aug. 29) it seems to be the policy of our Government to treat its loyal but non-resident citizens as economic outcasts.

We are deprived of the old-age pensions for which many of us have been paying our taxes 45 years or so, and in some cases pay a higher tax as non-residents than we would pay if still domiciled in Canada.

Now the new Estate Tax Act takes a straight 15% of all assets left by a deceased non-resident, over the small sum of $5000. This seems like rank discrimination and, incidentally, puts us under pressure to remove our hard-earned savings from the clutches of the Canadian tax-gatherer.

It seems a strange policy for a country that is said to need capital for development, and preferably the capital of its own citizens rather than that of foreigners.

HAWAII, U.S.A. R. E. SMYTHIES

Hold Hard!

In criticizing the present government and parliamentary procedure, do *expect* some flaws, but don't *invent* them.

MONTREAL HEATHER CRANKSHAW

Comment of the Day

Remembrance Is Important

NOVEMBER 11TH is a school holiday in every province of Canada, except in the Catholic schools of Quebec. The reason for the holiday is, of course, the signing of the Armistice which ended the first World War, and the simultaneous remembrance of those who, twenty-five years later, also gave their lives in the fight for freedom.

But is the best way to teach our youngsters about the sacrifice of hundreds of Canadians in two generations to give them a holiday? Surely not.

We are always talking about teaching our children the values of our democratic system. Remembrance Day is the perfect time to do this as solemnly and effectively as possible. But instead we throw them out of school and on to the streets where more often than not they get into mischief as a result of this unwonted weekday freedom.

We are always talking too, about the demands on school time and the difficulties of getting an expanded curriculum into the contracted school week.

The Canadian Legion would be taking wise and enlightened action this year if it would, through its branches, petition the various provincial governments to make Remembrance Day just what its name implies—a day on which our war-dead can be properly remembered in schools. After an appropriate service the children could then go back to their class-rooms and get on with the business of learning how best to fit themselves into that democracy which has been won for them at such cost.

One Way to Disarmament

DISARMAMENT, despite the sweeping proposals made by Mr. Khrushchov during his visit to the United Nations, is not yet possible. There are far too many conditions, most of them hinging on the question of inspection. The real crux of the matter, in fact, is that no nuclear power sees itself as the first to give up its nuclear potential, and even the reduction of conventional armaments must be closely supervised to maintain an equilibrium until final disarmament is reached.

Until disarmament is attainable perhaps one forward step would be a redefinition of the word aggression or, to be more precise, a reframing of the conditions under which an act of aggression is agreed to have been committed.

Our present definition stems from the Hague Convention of 1889—a convention called by Tsar Nicholas of Russia, who brought together those nations "seeking to make a great idea of universal peace triumph over the elements of trouble and discord". And this is the last time at which a generally agreed definition was arrived at.

At that time any army 20 miles from another nation was considered a safe and nonaggressive distance away for, under the transportation conditions of those days, it took an army at least one full day to travel 20 miles.

For attacks by sea the same kind of rough rule of thumb applied. If any army was to be landed it would have to cross a line that was regarded in the same legal light as a land frontier. So the territorial limit of three miles from shore was the area into which a foreign ship could not come without permission.

Just how antiquated this definition now is can be seen. A jet aircraft can travel the 20 miles land safety limit in less than two minutes. A submarine armed with the new nuclear-tipped projectiles is rumored to be able to fire quite accurately from as much as 250 miles off-shore and the day is not far off when it will do this while submerged.

Would it not be possible for the disarmament commission of the United Nations to reframe these concepts so that they are more in line with modern methods of warfare? No inspection would be needed and agreement to discuss the matter, and adherence to any recommendations arising from such discussions would be a test of that good faith, which must precede total disarmament. Such an act of disengagement might prove a most acceptable temporary substitute.

Responsibility of the Law

THE CONSTANT postponement of the execution of Caryl Chessman, the convicted California rapist, has seemed to Canadians like a mockery both of the United States legal system and of the laws of humanity. But something said by Governor Brown in the last reconsideration of Chessman's case could be given some thought by the Canadian cabinet.

Said Brown:

"My own personal feelings with respect to capital punishment are well known. I am opposed to it. Yet the Legislature has repeatedly considered the question of whether the death penalty should remain the policy of this state, and has decided that it should. Its last refusal to abolish capital punishment came in the 1959 session. Likewise, the Legislature specifically has rejected efforts to eliminate the death penalty from cases such as this.

"I repeat and emphasize my own opposition to capital punishment, whether a life has been taken or not. But I have sworn to uphold and faithfully to execute the laws of this state. Capital punishment remains part of that law, and the chief executive, whatever his personal beliefs, must respect and be guided by the will of the people, expressed by their elected representatives and enacted into the statutes."

Such a clear statement shows up all the more the evasive attitude of Ottawa where the law has equally not been changed but where its effects have been nullified through repeated departmental intervention in the past two years.

Exotic Evenings

THE CANADIAN OPERA COMPANY, which is the old Opera Festival of Toronto under a new name, was on stage for most of the month of October at the Royal Alexandra theatre, and it will be sending touring companies both east and west this winter, visiting some forty communities from St. John's to Vancouver Island.

The aim of the Company is to foster an appreciation of opera in this country by giving live performances of an art form which, so far, has been mainly confined to radio and records.

If their productions are always going to be as good as their performance of Verdi's *La Forza del Destino* they should succeed in their aim. This is opera in the grand tradition with shootings, stabbings and heavy religious overtones. The arias are robust, the orchestrations lush and the choruses either exuberant or ostentatiously mournful and moral.

Under the baton of Ernesto Barbini and with the help of some imported Met stars such as Guiseppe Campora and Mary McMurray this performance lifted people out of their seats. It is heavy

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and unashamedly melodramatic and the singers, designers, producer and director were unashamedly theatrical in their interpretation of it.

By comparison the *Barber of Seville*, in English, was closer to musical comedy than grand opera and Prokofieff's the *Love for Three Oranges* was an uneasy farce. Uneasy not because of the direction (Mavor Moore's first attempt at opera was notably inventive and lively) but because it is hard for an audience just learning about operatic conventions to have them all jumbled together and so mercilessly parodied in one production.

On the whole, however, this was a most successful start for the old company under its new name and with its new national, rather than provincial, aims. There will need to be more discipline and better training of the chorus both as actors and singers; there will need to be a more dramatic approach by some of the singers only accustomed to the concert platform (James Milligan was far too stiff, and Alan Crofoot was far too casual). But Ilona Kombrink and Jan Rubes showed themselves to be very much at home and will do much for the company if they are in the touring groups.

Opera, as the program at the Royal Alexandra noted, was said by Samuel Johnson to be "an exotic and irrational entertainment". But seeing that we live in an irrational world, an exotic evening or two might restore a proper balance.

U.S. Rows and Canada

ROWS IN THE United States Defence Department and between the various United States services used not to concern Canadians. But with the Strategic Air Command in effective control of our military defence and with our weapons systems depending on United States supplies, they now do. That is why the disbanding of the United States Army Ballistic Missile Agency is so disturbing. According to reports its military work is going to be transferred to the now triumphant United States Air Force, its non-military work to the National Aeronautics and Space Agency.

The Chief of Missile Developments in the United States Army, General Medaris, resigned in the face of this decision and Roy W. Johnson, head of the advanced research projects agency, has followed suit.

Our military correspondent reports that, from all the evidence available, this U.S. Army team under the redoubtable Wernher von Braun was the most effective and successful of all those operating in the United States. It was this team which put the first United States earth satellite, Explorer I, into orbit and thus answered at short notice Russia's first Sputnik. At the time of disbanding, the team was working on project "Saturn" which involves the construction of a giant rocket engine of up to one and a half million pounds thrust. If successful, this latter will bridge the gap between American and Russian rocket engine developments. It cannot help but be delayed by this transfer of authority.

It is clear that such constant inter-service bickering and rivalry endangers not only the security of the United States but also of Canada. Surely it is Ottawa's duty to bring friendly but firm pressure on Washington to end these squabbles. Or must we always take just what is offered, without so much as a squeak of protest?

The New Broughams

THE CHRYSLER Motor Corporation unveiled its new cars this year to the women of the press before they invited the men. SN's female reporter was present and reported thus:

"As everyone expected, the feature presentation turned out to be Valiant, the new small car. It's a handsome twentieth century artefact, smaller than the big cars and larger than most of the small cars, and so horizontal in line and so chastened of fanciful decor that it makes some of last year's cars look gothic by comparison.

"It was explained that the new unit construction which integrates the body and structure of the car allows for more leg and head-room; and that this, with a two inch drop in floor level, makes it possible to enter or leave the new models gracefully and easily. The members of the party were invited to test the cars for accessibility, and all performed with grace and ease. (This, while decidedly an improvement, didn't shake the writer's conviction that the vehicle best adapted to elegant entrances and departures was probably the electric brougham of the 1920's.)

"The wheel is square, replacing the round wheel whose curve interfered with the vision of the road in front and of the instrument panel below. The instrument panel itself is so complicated by devices that the driving-school pupil who operates it for the first time must feel a little like a beginner called on to play a Bach prelude on the pipe organ in public. Once in command of the various devices however the driver finds himself in complete control of his little automatized world. He can raise or lower his seat, operate the air-conditioning, wash and wipe his windshield, defrost his rear window, dim approaching headlights, shift his outside mirror, and lock his family inescapably in the back seat."

You will notice that by this stage our reporter had put the man, figuratively in the drivers' seat. And there, apparently she will leave him, herself concentrating on acting in a Valiant as if it were a brougham.

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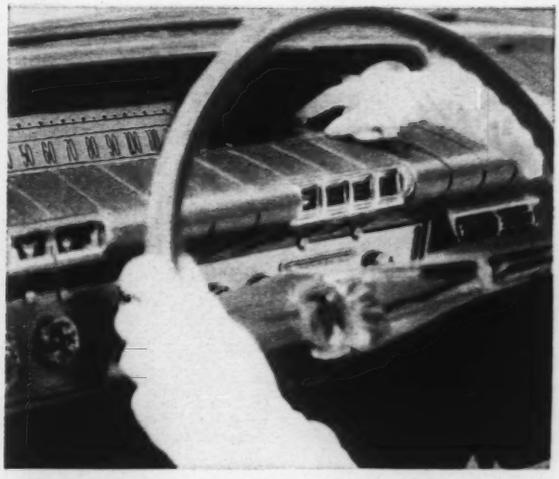

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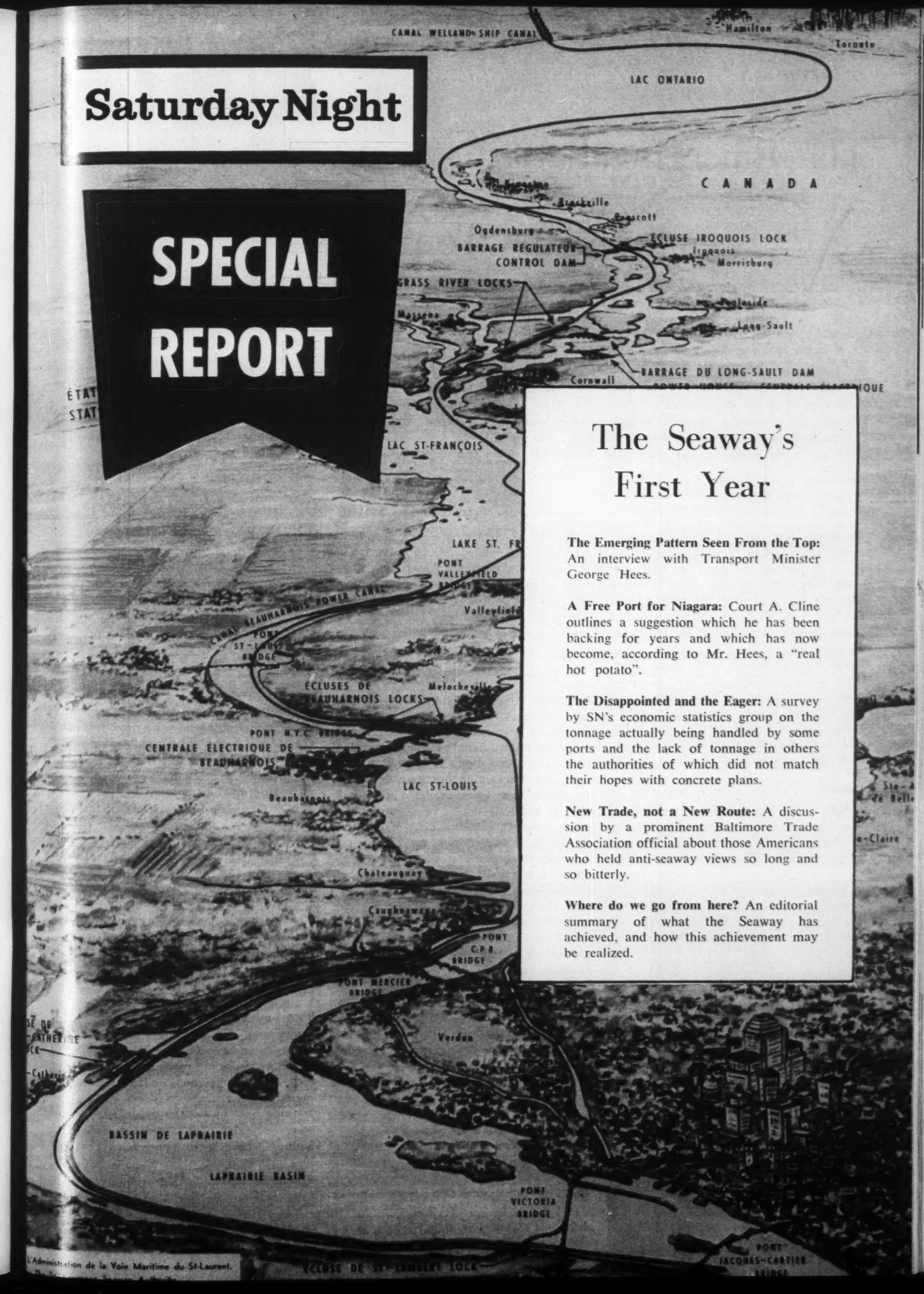
Saturday Night

SPECIAL REPORT



The Seaway's First Year

The Emerging Pattern Seen From the Top: An interview with Transport Minister George Hees.

A Free Port for Niagara: Court A. Cline outlines a suggestion which he has been backing for years and which has now become, according to Mr. Hees, a "real hot potato".

The Disappointed and the Eager: A survey by SN's economic statistics group on the tonnage actually being handled by some ports and the lack of tonnage in others the authorities of which did not match their hopes with concrete plans.

New Trade, not a New Route: A discussion by a prominent Baltimore Trade Association official about those Americans who held anti-seaway views so long and so bitterly.

Where do we go from here? An editorial summary of what the Seaway has achieved, and how this achievement may be realized.

Interview:

The Emerging Pattern Seen from the Top

Transport Minister Hees: "Good sense".

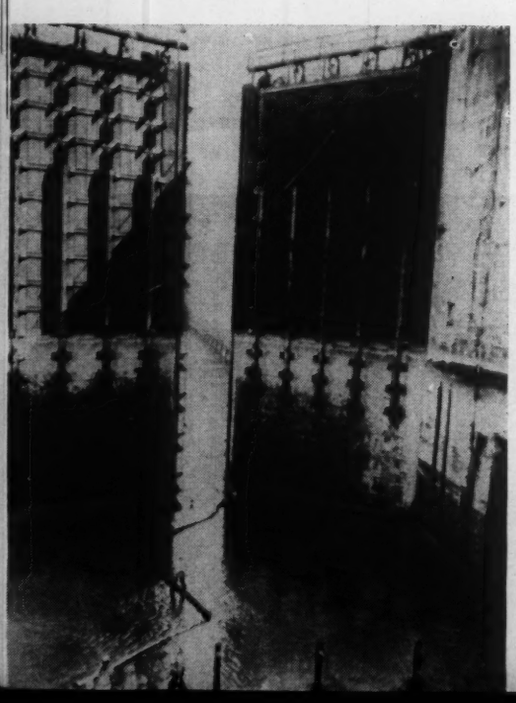
Construction of the Seaway is under the control of the Department of Public Works, the day-to-day operation is under the control of the Seaway Authority. But the person in charge of the entire Seaway system is the Minister of Transport, the Hon. George Hees. An outgoing breezy man, he has coped very successfully with both public criticism and departmental entanglements [Ottawa Letter SN. July 4]. The interview reported verbatim below was held in the minister's office in Ottawa when he answered freely all the questions put to him by a panel of SN editors and correspondents.

Question: The Seaway has practically completed its first year of operations. It is, of course too early to have any clear indications of the trade patterns that may develop over the next decade. But have you, Mr. Hees, had any surprises concerning its operation or the use made of it so far?

Hees: Yes. Halifax's trade is up. Now there was a port that was worried about what it was going to lose. Montreal is up, Toronto is up, though you would expect that, of course. Halifax and Montreal both thought trade would just go past their doors. Fact is their figures are up.

Question: Has there been any rush of foreign shipping to reach the heartland of North America? Has the ore and grain trade shaped up to expectations?

Hees: There's been a real rush of shipping. Up to September 30th over 900 ocean vessels entered St. Lambert Lock, up bound, and carried a tremendous shipment of ore. The Welland always took a large volume of iron ore in large lakers—shipments to Hamilton. The large increase in ore is going the other way.



Welland Canal was plagued by a series of mishaps in handling Seaway traffic.

Operating Difficulties

Question: What about operating difficulties? Some critics have said that the Americans have operated their locks much more smoothly than we have operated ours. There has been a suggestion that Canadian despatching has been bad, and frequently lock space available without a ship at the wall simply because the despatcher hadn't called a ship in. Tie-ups at the St. Lambert lock are often cited as examples.

Hees: I have not been made aware of any serious difficulties on the lower Seaway. But, of course, we all know about the difficulties on the Welland. Part of those arose because everybody was rushing to see the new show. Ships all painted up that were rusty tramps a year before came bursting in for Detroit and Chicago. A lot of this was purely on spec.

Certainly some of the breakdowns were due to handling and we have learned a lot from the early experience. Some of the salt-water captains were to blame. Some difficulties may have arisen because crew staffs at the locks were inexperienced in handling large ocean vessels. They had handled big ships before, but these were lakers which sit low in the water. Unusual trouble occurred in unfavorable weather conditions where the high type of ocean ships were buffeted by the wind.

Another thing that concerned us was breakdowns. Some of these were sheer bad luck: Ships dropped gear into lock machinery; one boat lost a propeller in a lock. Another sprang a leak and a man was drowned when a tug overturned in the lock.

Then we had trouble with the type of fender booms we had installed. Ships tended to collide with them. Now we've moved them. We also had trouble with ocean ships damaging wire-rope fenders. These are being readjusted to permit more clearance. Another fact is that in the past when something went wrong, we could stop and put it right, for the canal wasn't used to full capacity. This of course affected the attitude of the crews on the locks. Now the canal is used right up to capacity, and we can't afford to stop, so it is very important to prevent things going wrong. What we are doing now is to increase the capacity of the Welland by 25 per cent by building tie-up walls. This will bring ships into better position to move quickly into the locks and enable us to have more ships in the canal at any one time.

Since the middle of August there haven't been any delays on the Welland worth mentioning. This has been because some of the bugs have been worked out. Captains are learning more about handling their ships in the canal and we are learning more about their ships too. We're also learning how to handle ships under pressure. The value of a lost minute or a lost hour is being more appreciated by our lock people.

Question: What kind of communications exist between the locks and other parts

of the Seaway? There seems to be an impression that nothing like full use has been made of modern telecommunications facilities; that more centralized control would make for more efficient use of lock facilities. Ocean ships, for example, are reported disappointed that there is no reporting service. Radio channels in a congested area are often blocked. What would your response be to such complaints?

Hees: I hope we get them, so we can improve things. We've found the salties very, very reasonable. But they don't like moving into a lock in the dark and they are apt to drop their hook, shut off their radio and wait for morning. Then they holler when they see that a laker has moved ahead of them during the night. Actually it's from the lakers carrying ore that we've had most kicks. They say that a delay of a day is much more important to them than it is to an ocean ship. Also there's maybe a bit of the

Night operations hampered "salties".

attitude: this is our playground, why should these ocean ships come in messing us up?

The Pilot Situation

Question: Last spring and summer there was a considerable amount of trouble over pilots. What was the basic reason for the difficulties and what steps have been taken to ensure there is no further trouble with inexperienced or incompetent pilots?

Hees: As far as we can see the pilotage system has worked out very satisfactorily. We do not plan to introduce any new legislation until the Americans make up their mind what kind of legislation they want. The only thing that will work is similar legislation and the two countries should get together on this.

Up to now pilots have mostly been Canadians. But we have made it clear we have no objection to American ships using pilots in the Great Lakes if they want to do so. The American Pilots Association has protested that we are bringing some sort of pressure to bear on companies to use Canadians. This is not so. Shipping companies can choose whoever they want.

We've told the Canadian pilots that we will take them on if they wish. Indeed the Great Lakes pilots are now DOT employees. It is up to them. The offer is open at all times, and we don't much mind either way, whether they go on as now getting their fees which are pretty high as you know, or whether they choose to become civil servants.

Question: To take the whole question of ocean shipping in the Seaway. The ballyhoo surrounding the Seaway has pictured it as opening a trade route for ships from all over the world to reach the heartland of the North American continent. But is it really suitable for ocean shipping? In fact, was it ever seriously thought of as mainly a waterway for ocean ships? After all, an average size ocean ship might need as much as 31 or 32 feet against the seaway's 27 to go up fully loaded. In this connection it must be remembered that Lionel Chevrier in his speech in 1951 when he introduced the Seaway Bill in the Commons said that only small numbers of ocean ships were expected to use the Seaway. But it is already clear that U.S. ports—and at least Toronto among Canadian ports—are going all-out for ocean shipping. It already appears to be coming in greater volume than Chevrier anticipated. What, then, can be done if we have to re-orient our thinking to regard ocean shipping as at least as important as inland shipping?

Hees: What I think is going to happen more and more is that the lakers will bring cargoes down to the lower St. Lawrence and Maritime ports and they will be transhipped at Montreal or some other port on the river. This means that fewer ocean ships will go up the Seaway and this of course will make for easier handling all round. The fact is that it is so much more economic to ship in a laker from Chicago at the Lakehead and tranship lower down. You can carry twice the load in a laker that you can in an ocean ship that can go through the Seaway.

"Seaway Queen", one of the newest and largest lakers unloads at Hamilton.

National Priorities

Question: If heavy use by ocean ships is a wrong use of the Seaway, what steps can, or will, you take to give priorities to lake ships—Canadian or U.S.? Is a schedule of priorities such as the one used briefly this year consonant with the international character of the Seaway?

Hees: When we tried to arrange some sort of priority at the Welland, we had to scratch our heads and someone came up with the formula. We didn't give priorities on a national basis at all, or even on the kind of ship. What we said was that priority would be given to ships carrying

"Scott Misener": Big lakers may establish new pattern of trans-shipment.

Carrying capacity of new lakers contrasts with that of the old canallers.

certain bulk commodities which we specified. They were ore, grain, coal and petroleum products. It so happened that the ships carrying these commodities were nearly all Canadian or American.

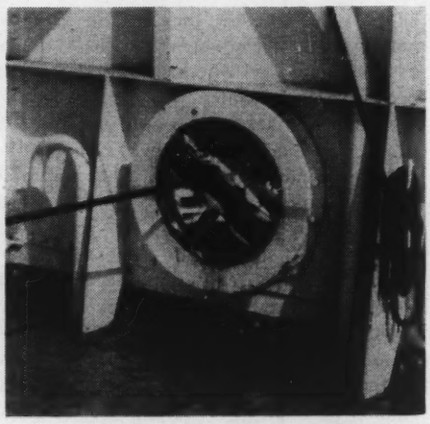
A lot of the fellows in Europe have only the haziest notion of what things look like over here. I met a marine insurance man when I was going over to England. He was on the same boat with me. He was going to explain to insurance people over there just what the freeze-up really is like and he was taking over movies to show them—movies because he felt they wouldn't believe him otherwise.

Question: One point seems clear. If ocean ships use the Seaway to a greater extent than originally planned, then its cargo-ton capacity will be greatly lessened. Instead of an annual transit of 60 million tons through the Welland at some future date you might get only 30 million tons. Do you think this will, inevitably, mean a substantial increase in tolls when they are reviewed in four years' time?

Alternatively, if the maximum volume turns out to be much lower, will you have to extend the amortization period beyond the currently established 50 years? While this 50-year period is written into both U.S. and Canadian legislation, is there anything to prevent the Canadian Parliament extending the write-off period?

Hees: Well, let me just say that I don't expect to see any immediate change in the toll structure.

Question: Is the Welland the only bottleneck in the Seaway? Would there be another bottleneck further down if the Welland were twinned? What, approximately, is the cost of twinning? When might it be done?



Port Colborne fairleads are essential but not all vessels were so equipped.

Changes at the Welland

Hees: The Welland is NOT a permanent bottleneck. For some time now it has been operating smoothly. We are doing two things now: (1) building tie-up walls to speed up and smooth out the operation of getting ships into the locks and (2) we're giving this canal a very complete overhaul this winter.

We'll twin the Welland when the set-up makes it necessary. But it will cost at least $150 million and that would, I expect, have to be paid by extra tolls.

Remember, the changeover from smaller lakers to the bigger vessels is increasing the capacity of the Welland without any physical change at all. As people build more and more big lakers, more cargo will go through the Welland with fewer lockages. The most you can put in a lock is two of the old canallers. The big lakers can take 10 times the load of the small ones so you can put five times as much cargo through with one lockage when you use the big lakers. Scrapping these old lakers and building more big lakers means you will be putting more and more tonnage through the Welland with no more lockages. This in itself will greatly increase the capacity of the canal.

High bows of ocean ships caused some trouble in winds. Right, part of the amazing traffic pattern of first year.

Question: Might new transhipment points be expected to develop if ocean ships are discouraged from using the Seaway?

Hees: Canada will benefit whether the traffic pattern is lakers going down to trans-ship or ocean ships going all the way up. Actually Canada would benefit most from lakers trans-shipping. Canada will get the freight charges for the lakers and trans-shipment will benefit ports lower down the system.

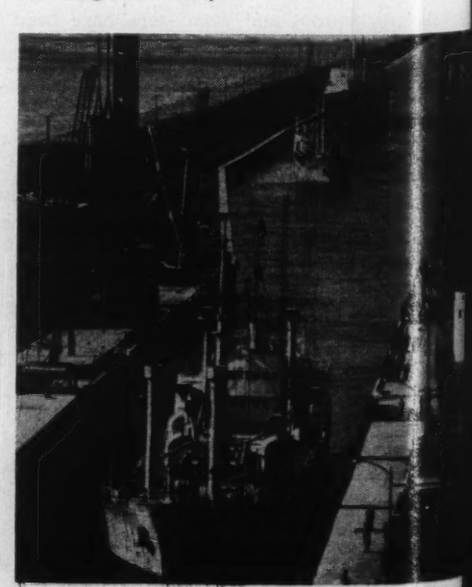
Free Port at Niagara

Question: Has the Government—or have you—considered any alternative to twinning the Welland such as establishing a Free Port on the Niagara frontier? What would this involve for Canada and what are your views on such a proposal?

Hees: As I have already said, we can expect that the Welland will be twinned when the traffic requires it.

Question: One final question. What about a real SEAway? What about deepening or reconstructing the present locks, including a twinned Welland, to 35 feet?

Hees: Well, we have no intention of doing anything like that at the present time. Some of the harbors couldn't be deepened anyway. You see, the purpose of building the Seaway always was to make freight movements more efficient and economical between the head of the lakes and the St. Lawrence and Atlantic ports. This has been achieved—the figures show it. Shippers are using a combination of deep-sea and lake ships wherever each is most efficient. The two together make it a real seaway. The idea that salties would come right into the centre of the continent was always a bit off base except of course for those ocean ships especially constructed. The emerging pattern will be bulk movements by lakers down to Montreal and the Atlantic ports and trans-shipping there for ocean carriage. That makes good sense, — and a good seaway.



Toronto's preparations for Seaway included opening of Queen Elizabeth docks comprising one million sq. ft. of shipping area.

Ports: The Disappointed and the Eager

by R. M. Baiden

SOME ARE GLUM, some are happy, some are surprised and some are disappointed. But all in all Canada's Seaway ports will look back upon a better season this year than they experienced last year.

But how big a factor has the Seaway been in increasing port activity? No one can be sure. Harbor authorities in Montreal, for example, feel their increased business is largely a result of generally better economic conditions. Last year, they point out, the economy was still climbing out of a recession; this year the economy is much stronger. Toronto officials, on the other hand, feel a great deal of their increased trade is a direct result of the Seaway.

But for one port, very little at all appears. Halifax, which expected to be a severe loser, has found trade sharply higher. Instead of bypassing the Port of Halifax, ocean trade has been attracted in surprising volume.

National Harbors Board figures to the end of September tell the story.

	1958 (tons)	1959 (tons)
Foreign		
Inward	2,303,024	2,667,088
Outward	1,612,854	2,056,434
Total	3,915,878	4,723,522
Domestic		
Inward	93,592	151,614
Outward	1,039,659	1,080,478
Total	1,133,251	1,232,614
Overall total	5,049,129	5,955,614

To the end of September, then, tonnage traffic into Halifax harbor jumped 18 per cent over last year's figure.

Toronto, one of the few ports to plan adequately for the Seaway, was rewarded with a spectacular rise in trade. Overseas tonnage to mid-October soared roughly 150 per cent to 478,980 tons from 194,577 tons a year ago. In terms of actual traffic, the port handled 682 ocean ships compared with 481 a year ago.

Interestingly, much of the increase falls in the bulk cargo classification. Soybean meal which used to be shipped first by rail to Montreal and then loaded into ocean ships is now shipped directly by water from Toronto. Similarly, raw sugar is imported directly to Toronto. By the end of the season Toronto expects to have moved 600,000 tons of overseas tonnage compared with 287,000 tons last year. As a percentage of the harbor's total activity, however, overseas shipping is still small. Total tonnage expected runs to about five million compared with 4½ million last year.

Toronto's preparations for the Seaway, however, involved a $50 million long-range development program. One of the most notable phases was the recent opening of the Queen Elizabeth Docks, an area comprising one million square feet and containing 3,300 feet of dockage — enough to accommodate five of the largest type of ocean ships able to use the Seaway. Present dock facilities comprising 11 miles of dockage are able to handle 30 such ships without interfering with normal lake trade.

In Montreal, it's a different story. If there are gains following from the Seaway, they are difficult to spot.

"Montreal harbor will grow, in spite of the seaway and not because of it, and the losses it will suffer from the Seaway will be masked by growth resulting from increased economic activity in the country." This forecast of a year ago is being borne out today.

In the navigation season through September, the harbor's total cargo tonnage, inward and outward, was little changed over 1958. The figures were: 11,602,481 tons for 1959 compared with 11,674,068 for 1958. But in this pretty close break-even, domestic tonnage was down 10 per cent., while foreign was up 10 per cent. Wheat was down heavily, at 140 million bushels compared with 173 million bushels in 1958.

General cargo trade has been lost to Toronto. Captain F. C. Oppen, operations head of the Port of Montreal, provided one instance: automobiles for Ontario now go right through to Toronto. "But not all," he said. "There's one company that ships out of Montreal and uses the road carriers to take back the same company's European cars to Ontario."

The big loss in tonnage was in bulk cargoes like coal and iron ore. But these are low revenue producers and low in manpower use, so the port suffered little, either in revenue or employment, from their loss.

American grain passing through the port jumped from a few hundred thousand bushels to 23 million bushels. But Canadian grain is down. "We can't move grain that Canada isn't selling", Oppen pointed out. Also, Vancouver is moving more grain than all the east coast ports put together. This is because of the big volume of shipping taking iron ore, coal and scrap to Japan, which cannot get return cargo in the Far East and find Vancouver the nearest port at which they can pick up volume cargo: they are willing to take almost any price to get a cargo there, Oppen said.

But Oppen sees the port growing because of a number of factors: (1) he agrees with other views of the Seaway as primarily an inland waterway with transhipping in the Saint Lawrence at or below Montreal, (2) ocean ships are not going to risk going up the seaway when freights are high and they find plenty of cargoes elsewhere, (3) there is a real shortage of gangs in ports like Detroit and Chicago whereas Montreal has abundant first-class teams on the waterfront, (4) the 200-mile radius that the port serves directly is constantly growing in industrial importance.

His faith in the harbor is reinforced by the money the government is spending on it. Its 63,000 feet of wharfage is getting extensions of 10,000 feet in the next few years. New sheds are being built, and a huge new grain elevator. And there's plenty of space along the North Shore for more, even before the board starts to think of using their property along the south shore.

But another St. Lawrence port is shaping up as a major threat to Montreal for bulk cargo. The Lower St. Lawrence and Gulf Development Association in a study prepared by Huet Massue, foresaw tremendous development along the North Shore as a result of the Seaway. In part, this is what the report said:

"Ships carrying iron ore to U.S. mills through the St. Lawrence route will on the return trip render cheap transportation available to all kinds of cargoes — part of the cargoes might be temporarily stored for winter forwarding to foreign markets."

"St. Lawrence Seaway will also permit economies through location of elevators in the area. Indeed ships instead of returning down empty after having transported millions of tons of iron ore, could economically carry grain provided transshipment in winter is possible.

"To those industries in Chaleur Bay having a year-round port to ship their products to the markets of the world, winter navigation through the Gulf and Straits to the open sea is of great importance."

With this in mind, the Port of Baie Comeau, then, will have to be reckoned with in future for an American grain company is planning to build a 15 million bushel elevator there and to tranship grain from lakers to ocean ships. To get a measure of its importance current elevator capacity at Montreal is 16.8 million bushels (being increased by another five

THE TRADE RECORD

OFFICIALLY, it looks like a good year for Canada's brand-new Seaway. Dominion Bureau of Statistics figures for June show loadings were higher in all three seaway areas — Atlantic, Lower St. Lawrence and Great Lakes. In the Atlantic and Lower St. Lawrence areas, loadings jumped 22.1 per cent to 5,704,801 tons while in the Great Lakes area loadings increased 5.1 per cent to 2,998,789 tons. Unloadings increased 5.9 per cent to 3,660,338 tons in the Atlantic and lower St. Lawrence areas but a decrease of 1.1 per cent to 4,035,439 tons in the Great Lakes area.

In the first six months this year, cargoes handled at all Canadian ports increased 7.9 per cent to 57,900,759 tons. Of this total, a high proportion was in foreign shipping. Cargoes loaded for and unloaded from foreign countries increased 21.1 per cent to 31,520,690 tons.

But the picture is not all so cheery. The volume of freight handled in coastwise trade dropped 4.5 per cent to 26,380,069 tons. This could point to trouble for Canada's shipping industry.

Montreal harbor will grow as trans-shipment program increases.

Toronto: Motor cars direct from Germany.

million). On the basis of Montreal experience. Baie Comeau should be able to put through a million bushels a day. Baie Comeau will also have the advantage of being a winter port and it will be able to clean out its elevators in winter sailings.

In Cornwall, industrial commissioner Edward May believes Cornwall should handle at least 500,000 tons a year.

The federal government will build a new dock (to replace the one lost to the Seaway) in Lake St. Lawrence, six miles from downtown Cornwall. It will be large enough to handle only one ship at a time.

"We don't want fabulous harbour facilities. Cornwall is too close to Montreal to have much future as a port. We only ask them to put back what they've taken away," says May.

The Seaway so far has probably hurt Cornwall, even though posters still proudly declare "Cornwall, the Seaway City" from every lampost. In pre-Seaway days the Canada Steamship Line's 14-footers used to dock there—but no more, of course. Ships going through the old locks would do their shopping in Cornwall—some skippers left their families there—which amounted to a certain amount of business.

"You don't appreciate things until you lose them," says May. "This has made us appreciate the values in having a dock and proper wharfage. With our new facilities we will pass our previous volume of business."

Chasing industry, Cornwall Industrial Developments Ltd. are putting up low-lease buildings. Local industry expands, says May, and new industry is coming in.

Universal Terminals operated docks here but now use common docks, which are however, only good for canallers. "We need deepwater facilities." On the lake, not much dredging is needed. A harbor authority will be set up. The new dock could be operating next season. Cornwall's population: 43,500.

In Kingston, little has changed since last year although there is increased grain transhipment (elevator's capacity: 2,500,000 bushels). There have been 13 international grain ships in so far this year, a slight decrease from a year ago.

James Richardson and Sons, grain merchants, are building a new dock at the elevator to be finished by Spring. Some things are coming in by ship that previously came by rail but this is strictly intercoastal trade, not the result of the Seaway. This is only Kingston's second year as a public harbor.

Kingston harbor needs dredging which is an expensive proposition through rock ($5-$6 a yard). Present depth at the elevator: 23 feet. Kingston has 13 docking areas.

B. G. Allmark, Member of Parliament for Kingston, says the city is a small port and small ports suffer because the canallers are now out.

Freighter loading grain. Bulk cargoes may dominate future picture.

"In the days of the fourteen foot canal, Kingston was quite a shipping port, handling package freight, coal (mainly American), oil (both up and down stream), grain. Kingston was then right on the shipping lane and 90% of the ships passed the foot of the main street. Most of the pilots were Canadian and they preferred to bring the ships down the Canadian side. Kingston was the western terminal for Montreal pilots. It was a ship repair centre for the canallers. It was quite a busy little port."

With the Seaway the package freight disappeared. But this had been coming for some time as road transport generally takes over. Now, however, the big ships carry any waterborne package freight, and the big ships haven't time to stop at small ports.

"You'd think the elevators would disappear but oddly Kingston has got even busier, handling 30-50-million bushels a year. So far this year we have loaded grain into 10 large salt water ships. Our harbor dues are lower than in Montreal and there's also a shortage of elevator capacity there. Montreal offers only about a 10-day turn around; Kingston often offers same-day service. The pattern forms of general cargo coming in and bulk cargo going out. They don't go to the Prescott elevators because they're a government enterprise: the privately run elevators at Kingston equipped themselves with new chutes and now they're dredging to be able to take the ocean ships on both sides of the elevator to 23 feet. The grain picture here looks a really good bet".

For coal, 1958 was the first big year for Maritime coal west of Montreal and about half this trade came into Kingston (about 200,000 tons). This year maritime coal through Kingston is up and may even be doubled. There's a heavy demand for it in Government buildings which heat with coal (and have to use Maritime coal, by policy). Industries around Kingston and the Bay of Quinte use coal. Belleville, and Port Anne, have only 12-foot draught so ships unload in Kingston and truck or go by barge to Belleville.

"I'm now trying to sell the Public Works Department on deepening the channels," Allmark states. (The government pays for dredging on main channels, goes 50-50 on connecting channel. Dock owners pay entirely for dredging around the face of the docks). But at 1.2 million dollars the Department of Public Works does not think the deepening likely. For ship repair trade, when the plug is pulled, the obvious ports are Montreal and Kingston "both ends of dangerous waters."

In Prescott it is now taken for granted that this city will be officially designated the Intermediary Port, the Seaway outlet for Eastern Ontario. Local boosters tick up various advantages:

- Deep water right to the elevator (although apparently there is some dredging to be done)
- Direct CP and CN rail connections to Toronto, Montreal, Ottawa;
- Close (62 miles) to Ottawa;

In the days of the 14-foot Seaway, Prescott was Eastern Terminal for the lakers. Numerous ships wintered there (and incidentally threw so much litter around that it has taken some weeks to dredge it all out now that they're readying the docks for ocean-going ships).

The elevator holds 5,500,000 bushels (more than twice the size of Kingston's). But Prescott still has no harbor commission. The port will start a propaganda campaign to attract industry to use its facilities as soon as the official designation comes through.

The elevator itself is at the railway terminal (both lines), right on the Number 16 to Ottawa and also close to the international bridge to Ogdensburg (which is centre of a campaign to make it an international port).

But this is a government dock which means it may not have the flexibility of operations that a private elevator such as the one at Kingston would have. The Government, however, will build a new transit shed (around $100,000) and Prescott people seem to feel this is all that is necessary to making it an international port.

But the effect so far on Prescott is "less traffic this year than last". They claim this isn't surprising, that they (along with the City of Ottawa and County of Carlton) put all their energies into getting that official recognition, and that when the shed is built next Spring, things will look up.

They claim Seaway proximity is attracting industry. A $17-million ammonia plant will open early 1961, piping its product direct to Du Pont. New industry has helped double Prescott's population (to 5,373) in 10 years.

In Brockville ships do not appear in sufficient weights or quantities to make a port worthwhile. Industries such as Philips send out light-weight freight and it's more sensible to send first-class, by road transport. There are some minerals and granite in the back country but only small quantities in scattered locations.

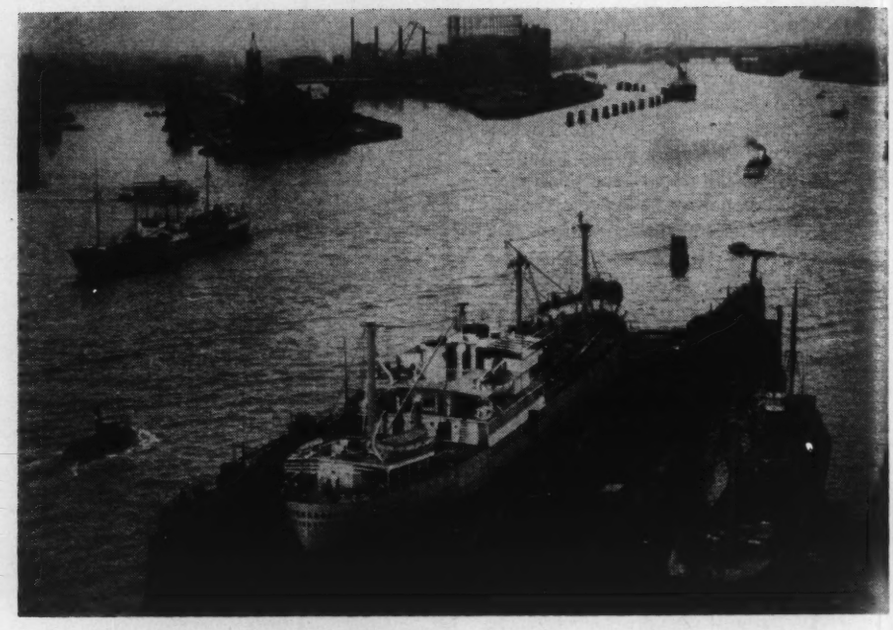
George Davidson, president of Bayswater Shipping, says "the only effect Brockville has felt from the Seaway is that the water level is the lowest it's been in 80 years. Brockville has no future as an itermediary port."

Frank Rogers, executive secretary, Brockville Chamber of Commerce, also sees little hope.

"At first we thought we were in a strategic position to take advantage of the Seaway. But we made a study and found that Perth and Smiths Falls could ship just as cheaply by train to Montreal. So nothing was done about developing Brockville, although technically we were labelled a port."

The pattern which will finally emerge from the stories of Canada's Seaway ports is still unclear. But significant changes do appear to be taking place. Older ports that grew and thrived from the trade of shallow-draft canallers are losing out. Some, such as Kingston, which have awakened almost too late, may still make a fight of it to lure trade from the burgeoning new ocean ports of Toronto and the potential of Baie Comeau.

One point, however, is crystal clear. With the single exception of Toronto, Seaway ports surveyed by SATURDAY NIGHT have failed to appreciate the significance and potential of the Seaway and, therefore, failed to plan adequately to meet the new problems it will inevitably pose.



Famous Free Port of Hamburg teaches lesson of successful operation.

Why Not a Free Port for Niagara?

by Court A. Cline

THERE IS AN ALTERNATIVE to the immense cost of doubling the capacity of the Welland Ship Canal and it would cost the tax payers of Canada only a small fraction of the two hundred millions required for the enlargement of the Welland Canal. It could be effective in two years from authorization, instead of the ten to twelve years construction period for the new twin locks.

The establishment of a Free Port in the Niagara would relieve the Welland Canal of its present congestion. It would complete the Golden Horse Shoe at the head of Lake Ontario. It would create thousands of permanent jobs for Canadians. The increase in land values in this area would off-set Federal and Provincial expenditures in a very short time. The tax revenue from the municipal level up would expand progressively. Private enterprise would develop the area because profits could be made.

Just what is a Free Port?

The simplest definition is that it is a legal device to permit the freer exchange of commodities without lowering tariffs. It is *not* Free Trade; which calls for the abolition of tariffs.

The entire St. Lawrence Seaway permits the freer exchange of commodities because of lowered transportation costs. But there has developed a "bottle-neck" at the Welland Canal which has seriously affected the movement of ships. Coal and iron ore for the steel mills at Hamilton have been delayed in transit, to give one instance. Ocean freighters have experienced frustrating delays which increases their operating costs. All this, in spite of the fact, that the Welland Canal handles more ships per day than the Panama Canal.

One third of the cost of a voyage is expended in the "turn around." Loading and unloading, wharfage, harbor dues, delays, all constitute the costs of the turn around. Any merchant vessel makes money only when she is chugging along at her normal speed under full load. Speed of turn around means lower shipping rates, and these in turn mean a better competitive position in world markets.

Ocean vessels could use the Welland Canal if they chose. But a Free Port in the Niagara would give them an alternative offering a more economic turn around. Shipping rates into and out of the Golden Horse Shoe would reflect this. An ocean freighter coming into Lake Ontario would have the ports of Oshawa, Toronto, Hamilton, and the Free Port, making up the Golden Horse Shoe, to discharge and secure cargo. All these ports and within a stone's throw of one another in terms of ocean shipping.

The Free Port would not compete with the customs ports because its tonnage would largely come from and go to the United States. American tariffs would make the Niagara Free Port a boon to Canadians. Canadian tariffs of themselves would not justify a Free Port. But the regulations governing the Niagara Free Port would make them very attractive to American importers and exporters. The success of the Free Port at New Orleans, La., proves this.

Consider the implications of this definition:—

"A Free Port is a segregated area in which goods, not otherwise prohibited, may be unloaded, displayed for sale, or stored, subject to varying restrictions as to sorting, grading, re-packing, manipulation and manufacturing, and in which such goods, or authorized manufactures from them, may be reloaded and shipped into customs markets. All without the imposition of customs formalities and duties applicable to similar goods entering customs territory. There shall be no retail exemptions."

The definition says "Goods not otherwise prohibited". The Free Port would be entirely in the hands of Canadian Authorities who would draw up the regulations governing operations in the Free Port. Because of this control no Canadian manufacturer would be adversely affected, rather his costs might be lowered. On the other hand American traders and manufacturers would derive greater benefits because the American tariff structure is higher and more rigid than the Canadian. For instance, U.S. Drawback Regulations are so complex and cumbersome that some importers do not bother to collect them. The Free Port lying between two customs frontiers would act as a great entrepot of raw and finished goods from all over the world, constantly changing in variety and volume to meet the demands of the commercial world, and the vast consumer market lying about it.

Twenty-five years ago I made a study of the Free Port at Hamburg, Germany, to try to discover why Hamburg was a great success, and other Free Ports languished. I found that there are certain conditions, which must be met to make the establishment of a Free Port worthwhile. Those essential conditions are present in the Niagara to a greater degree than in any other site in Canada.

What are these essential conditions?

1. It must be at a traffic crosslane.
2. It must have a favorable load factor.
3. It must have a rich hinterland.
4. It must be adjacent to and contiguous with a customs frontier.
5. It must have speed and capacity in handling cargo.
6. There must be few customs formalities.
7. Private capital must finance, and the management must be autonomous.

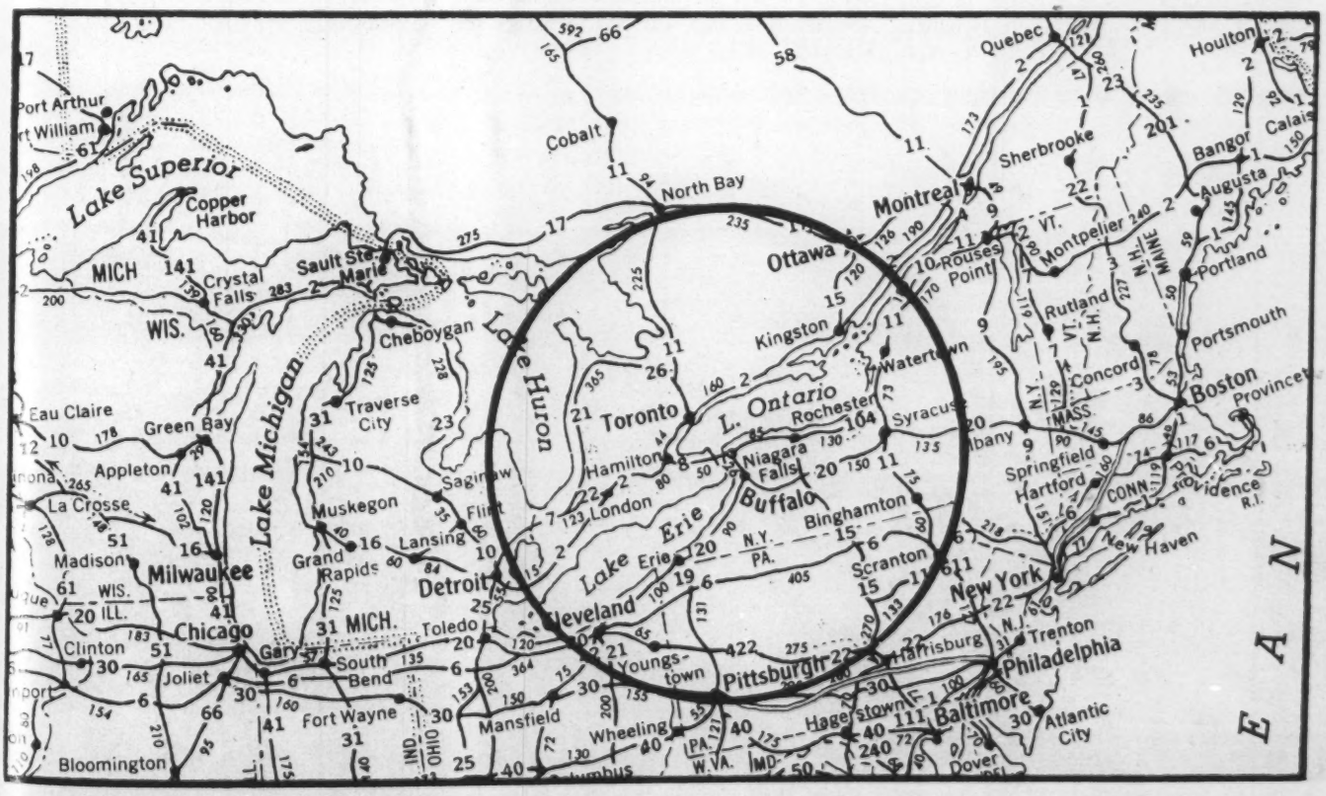
Where would you find a greater traffic crosslane than the area between the Welland Ship Canal and the Niagara Frontier? There are adequate railways, a net of broad highways for trucking, and the greatest concentration of Lake and Ocean shipping passing and re-passing to all the ports of the Great Lakes and the harbours of the world.

The load factor is tied in to the cost of the "turn around." The load factor is the tonnage moving in and out of a port at the same time. When you get incoming tonnage close to outgoing tonnage you have the ideal load factor. The only ports approaching this condition in America are New York, New Orleans and San Francisco. A favorable load factor attracts ships.

The Niagara Free Port and the Customs Ports constituting the Golden Horse Shoe should have a very favourable load factor.

Now let us consider the value of a rich hinterland. What we mean by this is that a successful Free Port must be adjacent to a highly productive territory shipping goods to and from many ports far and near. Draw a circle of 200 miles radius with its centre at Niagara Falls—the industrial complexes of two great nations lie within it. The variety of production and consumption of goods and food stuffs in this area on both sides of the international line constitute the richest hinterland in the world.

But the chief reason for the creation of the Niagara Free Port is the present customs frontier. The Free Port of Hamburg was an enclave in the high tariff wall surrounding the German Reich. The Niagara Free Port would be a special area between two tariff entities — American and Canadian. But that is not all. Due to the complexity and rigidity of the American tariff structure, the Americans would



Map shows 200-mile radius from Niagara with highways and rich industrial area necessary for Free Port operation.

use the Free Port more than the Canadians. But the Canadians would govern the area, and collect the very fat dues accruing from this fact. We do not have to ask permission from the Americans; nor are we surrendering one atom of our sovereignty. We provide the area and the facilities. They are open to the nations of the world within the governing regulations.

A number of years ago I interviewed many "blue water" captains discharging or taking on cargo at Hamilton. I asked them all this question:—

"Captain, in the event of the Seaway, would you use the Welland Ship Canal?"

Invariably the answer was:—

"Not if I could get a turn around cargo in Ontario."

That is just as true to-day. It is up to us, in view of the recent developments on the Welland Canal to facilitate this. In so doing we protect our Lake shipping, and expand our trading area. Competitive exports depend on competitive transportation.

Another point that should be considered is the development of an interchange area. Where ocean traffic meets Lake or River traffic an interchange area arises. Full cargoes will go through to destination in any case. Ocean freighters would still find it profitable in these cases to use the Welland Canal to deliver in the Upper Lakes.

But the Niagara Free Port, and the other ports in the Golden Horse Shoe, would be the natural western terminus of an interchange area whose Eastern boundaries would be the ports of Montreal and Quebec City, and even Newfoundland. This interchange area is a matter of convenience and cost. An ocean freighter,

Freighter negotiating Lock No. 7, Thorold, on controversial Welland.

for instance, has a part cargo for the Upper Lakes, but she finds that she can get a turn around cargo without entering the Welland Canal. She transhipps her Upper Lake cargo into a Lake vessel and thus cuts down the cost of the turn around. It is all a matter of using vessels that can do the job at the lowest cost. This is also a perfect example of Lake shipping co-operating with Ocean shipping, instead of being competitive.

There are many instances of similar conditions throughout the world. Before the last war Hamburg had a tremendous trans-shipment trade. Many commodities moved by boat and rail out of the Hamburg Free Port to the Scandanavian countries. But the greatest trans-shipment tonnage from this port was to barges for movement up the Elbe River. At Rotterdam in Holland a similar trans-shipment of goods takes place for movement up and down the River Rhine. And on this continent New Orleans is the trans-shipment centre for the barge traffic on the Mississippi. In all these instances the traffic flows both ways to meet the ever changing demands.

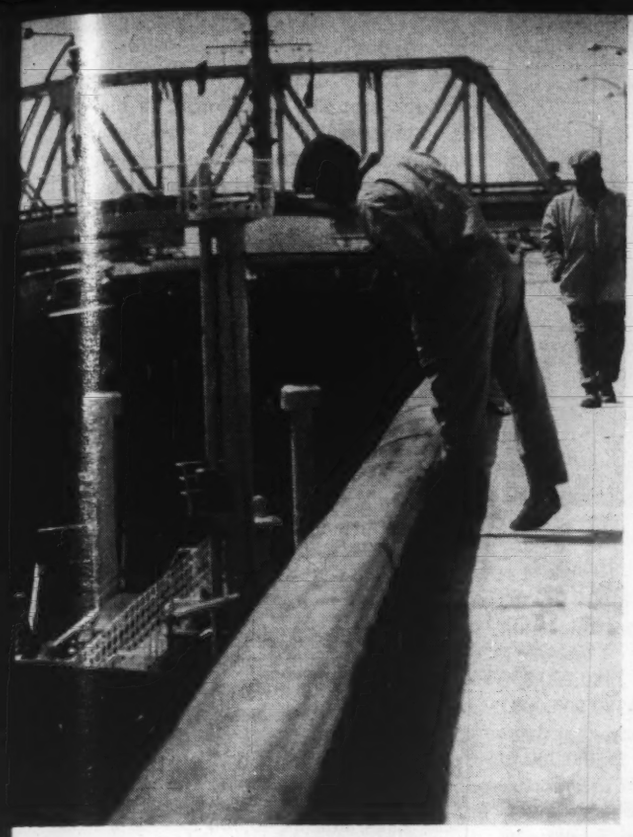
Trans-shipment in whatever form demands the provision of the most efficient berthing, storing and handling facilities. The Port of Hamburg was famous for the speed and efficiency of its cargo handling. It had to be to compete with its great rival, the Port of London. The expense of providing these facilities in the Niagara Free Port would be very low compared to the cost of enlarging the Welland Canal.

The last criteria for the success of a Free Port is the matter of its management. Of necessity its governing body must embrace representatives of Government. But it must be an autonomous body made up of a majority of business and technical men. We should govern and control the Free Port on the lines of the Port Authority of London. Management must have the power to raise money; and the revenues from all forms of port activity must be under its control. Unless it has such control it cannot attract to its services the high calibre management that could make it a great success. The main function of management should be to create a business climate with facilities that private enterprise could exploit to the fullest degree within reasonable regulations.

We have the men in Canada to make a success of this great undertaking. We are favored with a site ideally suited to this development. Why not do it?

Free Port of New Orleans demonstrates opportunities on this continent.

Tractors being unloaded are typical of cargoes needed for Free Port use.



New Business Not New Trade Routes

by G. H. Pouder

Freshwater navigation and inland channels pose hard problems to salt skippers when vessel equipment and ship design is unsuitable.

I DROVE ALONG most of the 400-mile St. Lawrence Seaway route between Lake Erie and Montreal to get a first-hand look at the new facility in action, and perhaps discover how valid the reports of its operating troubles are.

This developed the over-all opinion that, except for losses in grain and ore, Baltimore and other Atlantic ports haven't too much to worry about until another Welland Canal is constructed and the new Seaway locks are duplicated and widened.

These developments seem sure to come in the next decade or so, but until they do the present restrictions on vessel movement are likely to prevent this fantastic engineering feat from realizing its potential as a major foreign trade all-water route to and from the interior of the continent.

There are other factors, too, including the matter of connecting channels above Lake Erie, and inadequate facilities at all the Great Lakes ports except Milwaukee, which are bringing strong objections from foreign ship owners. The proof of the pudding seems to be in the statistics for the operating season thus far.

While there were 3,982 up and downbound transits from April through August, on the lower or new Seaway, with 1,467 of them labelled "ocean", only 11,114,000 short tons of cargo (1,026,900 classified as "general") moved, compared with 7,026,631 tons in the corresponding 1958 period.

The Welland handled 4,608 transits, 1,218 of them "ocean", and 16,001,600 tons of cargo (943,300 general) compared with 12,950,192 a year ago.

These increases were less than anticipated, and according to a statement issued from Oslo by Norwegian shipping officials this is at least partly due to shortcomings of the Welland and Lake port equipment. European shipping is being "badly handicapped" in its attempt to exploit the Seaway, it was said, with the Welland "involving delays of 30 or 40 hours each way."

To a large extent the present story of the Seaway is the story of the Welland Canal. In Buffalo they feel the Seaway investment is being jeopardized by the Welland's delays and accidents, and are pushing for an all American canal from Wilson, N.Y., to the North Tonawanda area in order to bypass Niagara Falls. This would cost from $600,000,000 up.

Canada seems on the defensive about the

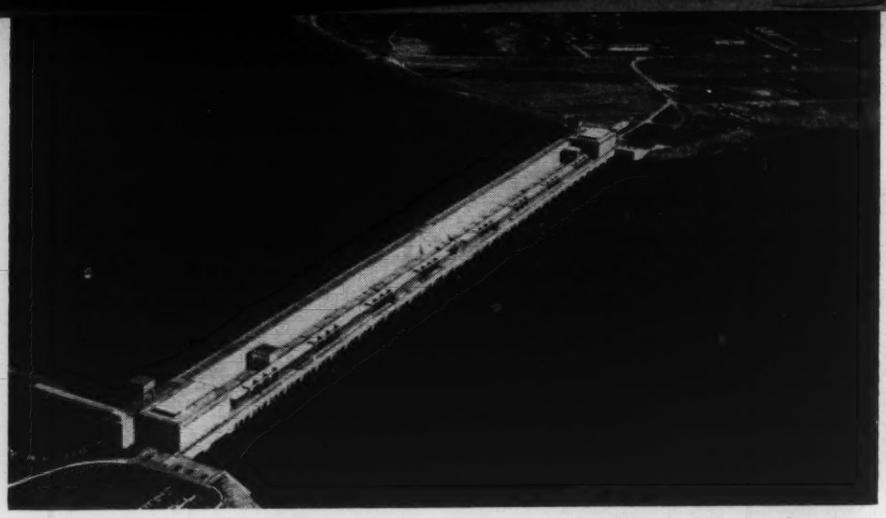
AN ALL-AMERICAN WELLAND?

THE U.S. ATLANTIC and Gulf ports opposed the Seaway because they feared they would see grass growing on their quays. From Baltimore comes the opinion of G. H. Pouder, Association of Commerce official, after inspecting the Seaway in operation: these ports have nothing to fear, he says, at least so long as the bottleneck of the Welland remains; the Seaway, he believes too, will create new business, rather than bring wholesale diversion of present traffic. But he is severe on the Welland, and is even more outspoken on this subject in the latest issue of the association's journal *Baltimore*, in which he says:

"There is much unhappiness on the American side about the Welland operating and service picture. The businessmen of Buffalo, N.Y., see no relief from the bottleneck and are agitating for an all-American waterway. This is a major project of the Buffalo Chamber of Commerce, which feels that the monopoly which the Welland has on Seaway traffic isn't good, and something will have to be done about it. They have gotten resolutions from the Senate and House of Representatives, and are after a $35,000 appropriation for a preliminary study by the Corps of Engineers.

"Talked about is a route from Wilson, N.Y., on Lake Ontario, to the North Tonawanda area on the Niagara River, a shorter route than the Welland, but through an industrialized district. It is estimated to cost anywhere from $600 million to a billion . . .

"The Welland is the key point of the Seaway route and there is no question that it largely controls the destiny of that great project. Equally obvious is the fact that it must be reconstructed or duplicated, with larger dimensions, if the Seaway is to measure up to its potential in any real sense, and do the transportation job predicted for it."



"Beautiful, powerful workhorse", St. Lawrence provides Seaway and power.

Welland, both because of its bottleneck status and because of resentment against the new tolls on what has been a toll-free waterway. While eight hours is the average American ship transit time, some foreign vessels have taken 24 hours or longer to get through the swishing lock waters. Except for the twin flight of three locks near Thorold it is a one-way operation, and a dozen or more ships are sometimes kept waiting. When traffic is "normal" it brings newspaper headlines.

The "woes of the Welland," as they say in Canada, aren't the only headaches. Masters of ocean ships are puzzled by freshwater navigation and inland channels, and the design and equipment of their vessels are unsuitable.

"These salt boats don't hang on to their lines," said William Torok, lockmaster at the magnificent Eisenhower Lock. "They let the lines slack and the boat drifts to the other side of the lock—don't hurt the lock much, just their own ship."

Such troubles, of course, will be overcome, as will the groundings, which have occurred because of the unfamiliarity of lake pilots with the new channels. Even now the Eisenhower is handling an average of 35 ships each 24 hours in both directions, with elapsed time of a half hour or so for the lockage.

"The St. Lawrence is a beautiful, powerful workhorse of a river," said Martin W. Oettershagen, deputy administrator of the St. Lawrence Seaway Development Corporation, the United States agency (165 employees, but as yet no "development" work) which is teamed up with Canada's Seaway Authority in the operation of the $500,000,000 navigation project.

"It has a uniform flow, a good firm bottom, and doesn't overflow its banks, silt or erode. It's the best behaved river on earth. Always it has been an integral part of Canada's transport system, but we're just waking from a long indifference to it in the United States."

Oettershagen, who for years was chief engineer of the port of Chicago, looked lovingly across Lake St. Lawrence, the great artificial basin of some 38,000 flooded acres which has submerged the International Rapids and caused relocation of whole towns.

"The Seaway cost us $140,000,000 (Canada spent an additional $340,000,000) and we're determined to pay that back along with the interest of $8,000,000. I think the tolls are about right to amortize the investment in an orderly way.

"I expect a million a year increase in population in the Great Lakes area and another seaway is going to be needed as the country grows. What is Baltimore or any other city doing to provide facilities for the 200,000,000 population increase of this country by the turn of the century?"

The new capacities (of the big lake ships transiting the Seaway) are profoundly affecting grain and ore movements, important Baltimore commodities. Duluth, 2,300 miles from the sea at the head of the lakes, already this season has loaded 24,000,000 bushels of grain for export, or 1,000,000 more than the total anticipated by the Department of Agriculture for all Seaway ports this season.

I suspect we will eventually lose all or most of the Labrador ore destined for interior points. From April through July, 1,234,538 tons of this ore came into Baltimore with 252,000 tons moving inland.

I stood atop the Eisenhower Lock at Massena, N.Y., and watched the 350-foot German general cargo ship Virgilia of the Hamburg-Chicago Line, and the little lake tanker Coastal Carrier enter the lock together. They required 500 feet in all. "We can get three in, but we don't do it," said Torok. Their passage was uneventful.

"Stick around," said Torok, "a big one is coming down." It was the Egda, of Panamanian registry with an Italian crew —525 feet long, 66 feet beam, and a cargo of grain.

Two days before she had blocked the Welland Canal through faulty steering gear, drifting sidewise and lodging from shore to shore.

Awkward and timid, she hugged the lock approach wall and landed two men on the escarpment to secure lines. Her winches and heavy hawser were not suitable for canal work. Finally, she was locked in, her bow shifting from side to side in the 80-foot width. The water rose without turbulence and soon she eased out into the 27-foot Wiley-Dondero channel for the 3½-mile trip to the Snell Lock.

"Look at her poking along, she's scared to death—a fellow like that can really hold us up," somebody said.

The saga of the Seaway is, of course, many other things.

- It is the gay, carnival air of the area, with its "Fourth Seacoast" and "Eighth Sea" signs, and its 40,000 tourists a week. From August 14 to 20 there were 11,340 automobiles at the Eisenhower Lock public overlook.
- It is the fabulous $600,000,000 Robert Moses power dam and Saunders generating station. A joint undertaking between the two countries and visited by 159,000 people in July.
- It is the great private industrial development beginning to emerge.
- It is the invasion of the lakes by the lamprey, a destructive eel-like creature coming from the sea up through the locks, and the kharpa beetle, a grain pest brought in by Seaway ships.
- It is the never-ending talk about scientific measures to keep the 7½-month Seaway open the year-round.

Some of the Seaway's acute physical problems will be resolved, and others are question marks. But new operating patterns would appear to be needed if the great facility is to make a basic change in existing routines of trade and transportation.

It is one of the world's wonders and a notable example of international teamwork, but one gets the impression its destiny is to create new business rather than to bring wholesale diversion of present traffic.

Bottleneck, new tolls put Canada "on the defensive" with Welland troubles.

Lessons Learned and the Way Ahead

THE FIRST YEAR'S operation of the St. Lawrence Seaway has confirmed the expectations and hopes of those people who fought for it for most of this century, has pricked the easy bubbles of those who really knew nothing about it and has brought some problems which, while foreseen, were not altogether avoidable this first year.

Its immediate success can be judged from the lockage figures. By the end of September over nine hundred ocean vessels and nearly seventeen hundred lake and other vessels passed through the St. Lambert lock upbound. Total tonnage carried both up and down amounted to 14,200,000 tons, an increase of no less than 67% over the tonnage carried by the old St. Lawrence canals last year. Of this the upbound increase was over four million tons (116%) and the downbound, one and a half million tons (31%).

These figures, while convincing the most pessimistic anti-Seaway critic also explode the easy theory that the Seaway was going to be an artery from the ocean direct to the heartland open to any ocean vessel. The difficulties of navigating any but specially built ocean ships in the locks is clearly shown in other articles in this issue. And the fact is now crystal clear that the most economical use of the Seaway is to ship by bulk carrier on the lakes and then by ocean vessel from a major trans-shipping area.

The people who have been brought most sharply up against reality are those in the small cities and towns along the seaway route. They include two which may be taken as typical — Cornwall and Kingston. Cornwall has lost the only dock it had and it now realizes, even though it still calls itself the Seaway City, that its only benefits will come not from trade but from the extra payroll of the Seaway Authority headquarters and the tourists who come to see what there is.

Kingston proclaims itself to be The Gateway to the Seaway. Unfortunately this is difficult to maintain since the entrance to Kingston direct from the Seaway is blocked by a shelf of rock at the foot of Wolfe island. At this place there is only some seventeen feet of water and ships which used to call for pilots in Kingston now steam to the south thus cutting Kingston off from the route. Indeed, unless there is a vigorous campaign by Kingston its position as a port, once considerable, will gradually dwindle to nothing especially when larger and deeper vessels demand a deeper and longer drydock than the one presently operated by Kingston Shipyards Ltd.

These towns will have to realize that the Seaway in itself will not bring them business. They will have to go out and get industries which will generate enough tonnage to impress the Department of Public Works with the need for a deeper draught harbor. And they won't get one until they do, municipal election guff notwithstanding.

With better facilities and more industry developing along the way, and with those vessels which came up the river on spec this spring looking for tramp cargo in more likely and more easily accessible ports, the major difficulty of the Seaway, the block at the Welland canal, will be alleviated. For with the improvements promised by the Minister of Transport in SN's interview, and the lessening of oversea traffic merely coming for a look, the strain will be eased. It still may be necessary, however, to take some drastic steps. Twinning the Welland is one but Ottawa is unhappy about the cost of this and also about the attendant difficulties of increased tolls to pay for such work. Perhaps the establishment of a free port is the answer. Certainly Court Cline, who has pursued the matter for years, argues cogently for it and Ottawa again is aware that pressures for such a port might develop rapidly, both from shippers and the people of the "Golden Horseshoe".

One way or another, though, the Government can look on the first year's operation of the Seaway as a success. Where there have been difficulties they have been (at least temporarily) overcome. The future of the Seaway will bring problems of growth. But so will Canada's growth as a whole. And problems of growth are the ones we need and which any Canadian government should be proud and eager to solve.

"The comic books stunt the imagination and limit the intelligence . . ."

Children's Books Without Magic

by Marcus Van Steen

THE PROPER THING to do, especially during this week devoted to children and their books, is to go along with the librarians who assert that things have never been better in the reading world.

"Children are borrowing more books than ever before," says Freda Waldon of the Hamilton Public Library. At Peterborough, a similar report from the Chief Librarian prompted the *Peterborough Examiner* to remark: "By now it has been pretty well establishd that television has not ruined our intellectual capacities." And in Brantford, the Library's annual statement declares smugly: "A total of 201,200 books lent out to children adds up to a lot of reading."

On the other hand, it is difficult to ignore the voices that take a less optimistic view.

"Only one Canadian in ten over the age of six makes use of the library facilities available to them," says Willard Ireland of Victoria, the former President of the Canadian Library Association.

This is borne out by the Canadian Institute of Public Opinion which, following a recent survey, said that only one Canadian adult in three had read a book within the previous year. At the end of 1958, this survey showed, only 2,000,000 Canadians held library cards, and only one-third of these had been used within the year.

It is true, of course, that libraries are not available to all Canadians. According to the Dominion Bureau of Statistics, about 61% of all Canadians are within the scope of the 1,560 libraries in Canada, a figure which includes the travelling libraries and the various libraries maintained by universities, business and professional associations and the Dominion and Provincial governments. This means that 39% of our people are permanently without books, as none of the 580 full-time book stores in Canada are likely to be situated in the areas remote from libraries.

Certainly books of a kind are available from drug stores, supermarkets and by mail from book clubs, but the fact remains that, according to the United Nations *Yearbook*, there is only one bookseller in Canada for every 18,275 people. This puts Canada, as a literate nation, far behind Austria, where there is a bookshop for every 2,745 people. It puts us very far behind France, the United Kingdom, New Zealand, the Netherlands, Sweden and Norway. It puts us behind even Australia, Italy, Russia, Spain and Portugal.

The only civilized nation with fewer book-stores in relation to population is the United States where, according to Dr. Allan Nevins, formerly of Columbia University, "we have approximately a half-million supermarkets, a quarter of a million cinemas, 200,000 gas stations and 50,000 drug stores, but fewer than 1,500 book stores."

This is not merely a temporary state of affairs that will pass as this continent becomes more literate. Unfortunately it is a situation that intensifies itself as a new generation, growing up in homes without books and in cities without book shops, creates a society where reading is of even less importance than it is today. That this is happening was indicated last November in a memorandum from the Ontario Department of Education. Commenting on the examination papers written by the Grade 13 students, the memorandum said that a disturbingly large number of them "apparently were unable to read and understand simply-worded questions." Furthermore, in writing their answers "many of them made gross errors in spelling and sentence structure, and expressed themselves in such a manner as to be partially or wholly incoherent."

In deploring this state of affairs, our educators often give the impression they are not aware of the full implications of the decline of reading. To many teachers, reading is the rather inconsequential means of acquiring information or learning a trade. A person has to read to be able to follow the instructions in a "how-to" book or to follow traffic signs.

"Young people coming out of school can neither read well nor write well," the Ontario Minister of Education, Dr. W. J. Dunlop admitted a few months ago. But he showed his real concern when he added: "Businessmen complain that young people seeking jobs are not well-trained in the fundamentals."

To such people, reading is no more than the ability to write a business letter, to fill out requisition forms or to make a sales report. Librarians also appear to be pleased when they are able to report that children are borrowing more of the books of instruction and information and fewer of the books of creative imagination and wonderful adventure, not recognizing this as the backward step that it is.

When reading is no longer valued as a noble instrument for the transmission of ideas but is used solely for the dissemination of practical information, then we are well on the way to becoming a colony of busy bees, with all sorts of technical know-how but, in place of the Divine desire to know why, a mere blind, rudimentary instinct. As J. B. Priestly puts it: "We are busy making the sort

of world that puts a premium on anaesthesia, the blunting of consciousness—the sort of world that will eventually be accepted cheerfully only by robots."

The alternative is a population of mature men and women, reasonably well adjusted to each other and to the universe around them. This means some familiarity with the ideas of the great thinkers and teachers who have illumined the history of mankind.

"Education is impossible without the habitual vision of greatness," declared Dr. Alfred North Whitehead.

In other words, the first and most important step in education is to bring the students into contact with reading, not merely as a source of information, but as a source of inspiration, ideals and ideas. Without such reading, the questioning, searching impulses of the child die as a candle-flame dies in a vacuum. The result is a population that has accepted without question every indignity from singing commercials to strontium-90, and apparently is prepared to accept with the same degree of servile apathy the final holocaust of hydrogen-bomb warfare.

A major part of the blame for this situation must rest on the home. It is difficult to persuade a ten-year-old of the value of books if he never sees his own parents reading. And it is unlikely that any child spend his time in a corner with the book-case while his elders are ensconced before the TV set or at the card table. In fact, the average Canadian child will be lucky if he can find a book-case in his home. In the study "The Reading Habits of Ontario Children" the Ontario Federation of Home and School Associations found that while only one home in 50 occasionally spent some money on books, every home with children spent money regularly on comic books, in some cases as high as $6.00 a month.

"Children reflect the attitude of their homes," says a group of public school inspectors and teachers in a 1955 survey on reading habits in Ontario, "and if parents have themselves never learned the importance of books, the school's task is made difficult."

The work of the school is also made difficult by the whole tone of the society of which it is only a part.

What are boys and girls to think, for example, when they find that a beefy half-back on a football team can make an annual income twice as great as the Prime Minister's, and that a teen-ager singing maudlin lyrics to a rock-and-roll tempo can make two million dollars in less than three years? What conclusion can they come to when they realize that our intellectual leaders, our creative thinkers, and artists of all kinds are called by such derisory names as "egghead" and "longhair"?

This situation is not helped by those educators who manage to take the mystery and challenge out of reading by a pseudo-scientific approach, based on the theory that in every school year the child learns certain words and can read only those books that are limited to those familiar words. This ignores the fact that children read, not for the familiar, but for the unfamiliar. Even very young children delight in the magical cadences of strange words — which explains the persistent appeal of Mother Goose, a book which the "scientific" word-list experts would recommend only for college graduates, and even they would have difficulty explaining "Hickory, dickory, dock" or "Little Miss Muffet sat on a tuffet."

It may surprise many readers to learn that "Treasure Island" is listed as suitable for 16-year-olds, an age-group that is not nearly as likely to be as interested in pirate lore and South Sea islands as the 10-to-12-year-old group, with whom it has been a favourite for several generations. For these younger children, "Treasure Island" has been rewritten, using the vocabulary "approved for the intermediate grades." And for an example of what these educators think a 12-year-old boy will read, here is the adapted version of a part of the chapter "What I Heard In The Apple Barrel":

"No, I was not the captain," said Silver. "Flint was captain. I was his quartermaster. In that same battle I lost my leg, and old Pew lost his eyes. It was a master surgeon that amputated my leg and saved my life. But we hanged him like a dog with the others. I remember Flint's old ship, the *Walrus*. Why, I have seen her loaded with gold and her decks red with blood."

"Ah," said Dick, the youngest sailor, "old Flint was a great captain."

There is nothing here to excite the intellect or exercise the imagination of any boy. It is a straight recital of facts, told by a Silver who appears oddly prim and colorless to readers who remember him as Stevenson portrayed him in this same passage:

"Treasure Island": With the zip gone.

"No, not I," said Silver. "Flint was cap'n; I was quartermaster, along of my timber leg. The same broadside I lost my leg, old Pew lost his deadlights. It was a master surgeon, him that ampytated me—out of college and all—Latin by the bucket, and what not; but he was hanged like a dog, and sun-dried like the rest at Corvo Castle. That was Roberts' men, that was, and comed of changing names to their ships. Now, what a ship was christened, so let her stay, I says. So it was with the old *Walrus*, Flint's old ship, as I've seen a-muck with the red blood and fit to sink with gold."

"Ah," cried another voice, that of the youngest hand on board, "he was the flower o' the flock, was Flint! "

This tells more than the bare outline of the story. It creates a whole exciting atmosphere of blood-thirsty pirates and sea-going adventure. It carries the boyish reader far from his familiar world of school-marmish facts into a world that is magical *because* it is incompletely understood into a world that presents a challenge that helps the boy to grow intellectually and emotionally.

Unfortunately, most text-books are written according to this "scientific" vocabularies, sacrificing quality, style, and sometimes even sense, in order to keep within the list of familiar words. It is no wonder that so many children, unaware of the excitement of real books, turn to the comics, where Steve Canyon, Terry and Joe Palooka are allowed to use words that lift the child out of his schoolboy world into the realms of action, danger and romance. The trouble is that comics stunt the imagination and limit the intelligence. "Where reading is encouraged only by pictures," says Francis Clarke Sayers of the New York Public Library, "it exacts nothing of the mind and imagination. The tendency is to accept fewer and fewer responsibilities in thinking. From a nation of children who are comic-book readers we can expect only a nation of adults who are photo-gazers."

Thus we are approaching a civilization such as was prohesied by Henry James a half-century ago: "The faculty of attention has utterly vanished from the general Anglo-Saxon world, extinguished at its source by the newspaper and the picture magazine."

James was writing in the age of Shaw, Wells, Chesterton and Hardy. Were he living today, when these great writers and their whole traditional system of values are becoming more and more remote and unfamiliar, he might be able to exclaim with Cyril Connolly: "We are moving into an ero of non-art, with a public which is both too slothful and too restless to read."

The Dilemma of the United Appeal

by J. M. Anguish

FOR THE MOST OF US who live in urban centres, the United Fund (to use the generic term) seems to have become an accepted part of our way of life despite what *Saturday Night* had to say in its Sept. 26th issue (Comment of the Day). It is in fact, as essential a piece of community machinery as the Chamber of Commerce or the Labor Council. And yet existence for United Funds is uneasy for they are impaled on the horns of a major dilemma. In community after community they were organized with the express intention of combining all annual campaigns into one but, in spite of these efforts, a multitude of campaigns is still with us. It would seem that every time one campaign is absorbed into a United Fund a calender vacuum is created into which some new group rushes to raise funds for its particular cause.

That voluntary fund-raising is in a mess cannot be denied. It is a lucky donor, individual or corporate, who does not have to make a decision once a week whether or not to give to this or that worthy cause and, if so, how much. The approaches run all the way from the polished presentation of the professionally directed educational or church campaign to the hit or miss methods of the Saturday street corner tag day.

Now there is nothing inherently wrong in asking for voluntary donations to worthwhile causes: it is considered by many to be an essential part of the democratic system. Nor would it appear, to date, that the total amount of all these appeals represents any crushing financial burden. According to the latest tax statistics the average Canadian is giving only a fraction over one percent of his income to all charitable causes, including his church. This present chaotic multiplicity of campaigns, however, is wrong. Not only is it stupid, inefficient and frustrating but, because of it, there is a real danger that we may become case-hardened to human need.

Can United Funds provide the answer to this problem? A growing number of communities seem to believe that the United Fund idea is worth trying. In 1954 only sixty-one Canadian communities had a United Fund. By 1958 this number had increased to ninety-one and the amount of money raised by these funds had increased from $15,990,283 to $27,352,357. In the same period the number of organizations represented in these federated campaigns had increased from 1047 to 1592. Complete figures are not yet available for 1959 but indications are that the trend is continuing.

Much has been made of the fact that in the past two years a larger number of United Funds failed to reach their objective. In 1955 thirty funds out of seventy reached or exceeded their goal while in 1958 the figure was only thirty-one out of ninety-one. The process of setting an objective, however, varies so much from community that a better gauge of success is the amount by which the results of one year exceed those of the previous year. The results in 1955 represented 111.1% of comparable amounts in 1954 while in 1957 and 1958, years not noted for good economic conditions, the figures were 108.1% and 108% respectively.

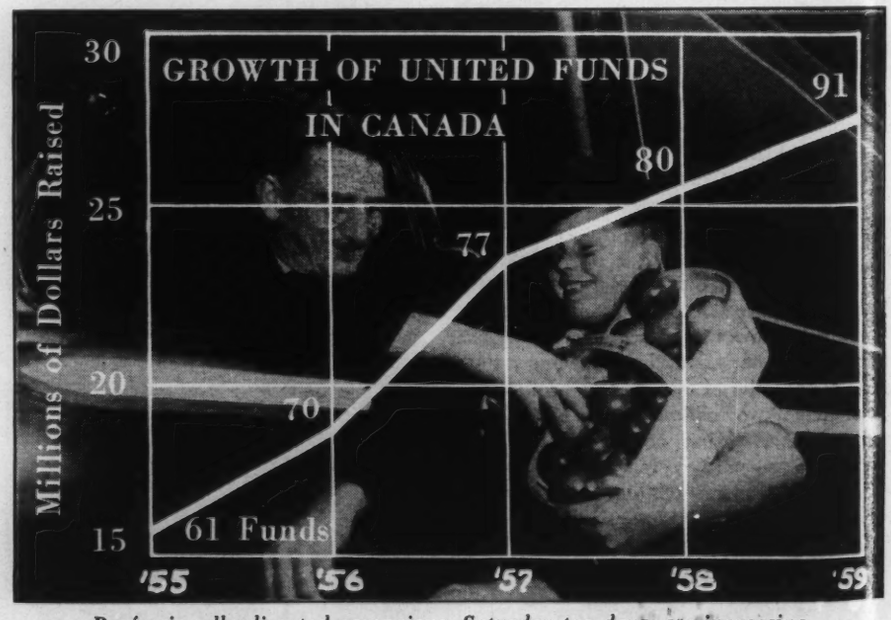
But statistics, good or bad, can tell only a part of the story. For whether or not United Funds can find a way out of their dilemma depends on many more things than their immediate ability to raise a given (or requested) amount of money.

The proliferation of national agencies, particularly health agencies. There is a growing tendency to develop a national organization for every ill known to the human body. In Canada the problem is still not as serious as in the United States but the handwriting is on the wall. Already we have national or provincial agencies for the following diseases or conditions: Tuberculosis, polio, muscular distrophy, multiple sclerosis, arthritis and rheumatism, blindness (2), heart, epilepsy, cerebral palsy, cancer, mental health and crippled children.

Many of these organizations, through their local branches, are members of a varying number of United Funds. But some, such as the Canadian Heart Foundation and the Canadian Cancer Society, have a firm policy against affiliation. They believe that, because of their heavy demands for research money they can do better on their own. They are also convinced that by having their own canvassers calling from house to house they can do a better job of interpretation and education.

Whatever the merits of these arguments, however, the fact remains that the steadily increasing number of health campaigns poses a real problem to everyone concerned with providing essential community services. And this problem is not made any easier by the fact that doctors and research scientists cannot themselves agree as to whether the specific disease research approach or the approach of fundamental health research is the right one. Some think there should be just one National Health Foundation.

The spectre of bureaucracy. Critics of United Funds genuinely fear the concentration of power inherent in one large, combined campaign. They believe it can stifle agency initiative and growth with too much control and red tape. They fear that the one campaign removes the direct contact between donor and agency. They feel that a United Fund is an impersonal thing and that it exerts its power through steam-roller tactics and even in downright blackmail to force



Professionally directed campaigns, Saturday tag days, are increasing.

donations out of reluctant citizens and corporations. Unfortunately, these critics are sometimes right. United Funds are institutions developed and operated by human beings and, as such, are as prone to human mistakes, weaknesses and foibles as are corporations, labor unions and churches.

Fund-raising, by itself, is a dead end street. Too many funds have been set up with no thought beyond the immediate purpose of combining many campaigns into one. They are, in effect, givers' protective associations which try neither to understand the real needs of the community nor to meet them. And even where this is not the case too much emphasis has often been placed on the package rather than on the contents. A United Fund, to be successful has a multi-function role to perform. It must not only combine many appeals in one and be able to raise the total funds thus required but it must also be able to guarantee to the donors that their money will be used in the best possible way, economically and efficiently, to meet the community's needs.

This presents many problems. In the first place, what should the fund's policy be on admissions? Should the door be wide open to any organization which wants to raise money from the public or should there be a screen door with some logical admission policy. At the risk of mangling a metaphor, what is needed is a revolving screen door. Agencies have been known to complete their work or outlive their usefulness.

Secondly the fund must have some satisfactory method of working with its member agencies to ascertain the optimum (not minimum) amount of money which will be needed to provide adequate services over a given period. This requires a budget committee with the judgement of Solomon, the patience of Job and the tact of an elder statesman. Unfortunately, only too many funds either do not have a budget committee worthy of the name or, if they do, the committee acts as if its only function is to wield a blunt axe with malice aforethought. The third problem, a corollary of the second, is the need of every fund for sufficient information and solid fact on which to base its judgements of financial requirements.

Only forty-five communities have some form of welfare council whose job it is to dig up such information, to discover and evaluate needs, to coordinate the efforts of private and government agencies and, in general, to help the community find ways of bridging the gap between its needs and its resources, Sometimes, however, the liaison and trust between the fund and the council leaves much to be desired and, only too often, the inescapable fact that financing and planning must go hand in hand is ignored.

United Funds is preferable to present multiplicity of campaigns.

The lack of trained and qualified professional personnel. A fund of any reasonable size is going to require staff. If it is to have sufficient cohesiveness and continuity to raise funds year after year and if it is going to fulfill the functions outlined above it will require, as its director, a person who not only is an efficient manager but who also has a depth of understanding of human needs, a broad knowledge of welfare services, and an ability to help a community solve its problems without imposing his own solutions on it. Such people with experience are scarce and many of the newly developed funds have not been able to find one.

There are many other such items but these four serve to illustrate the difficulties which aggravate the main dilemma of United Funds. Is there, then, any way out or should the funds just quit right now?

To take the second part of the question first let's suppose that every United Fund in Canada packed up at the end of this year. Would governments take over immediately? Unless they moved with a speed unheard of since Confederation the answer is no. The immediate result would be a retrogression to a competitive fund-raising situation little short of jungle warfare.

But even if government did take over immediately is this what we really want?

Do we want government to take over our Boy Scouts, our Salvation Army, our YMCA's, our Red Cross, our family agencies and our Victorian Order of Nurses? If not, and if we do not want complete chaos in fund-raising, then United Funds appear to be the only answer. It thus behoves them, the agencies and the donors to get together and find some way out of the dilemma. Four steps would take us a long way on the road:

1. The application of more statesmanship by the national agencies to the problem than has been exhibited to date. A little more thought and cooperation in assessing true needs and a little less of the dog eat dog attitude would help a great deal.

2. A long, cold look at some of the United Funds' own attitudes and methods. Some are so parochial and high-handed, while others are so inept, it is small wonder the big agencies hesitate to commit themselves. Statesmanship is a requirement here too.

3. Funds must spend more money on planning and on research, which is the basis of planning, and then be willing to listen to the results. Unless they do they are doomed, for fund-raising, by itself, is sterile.

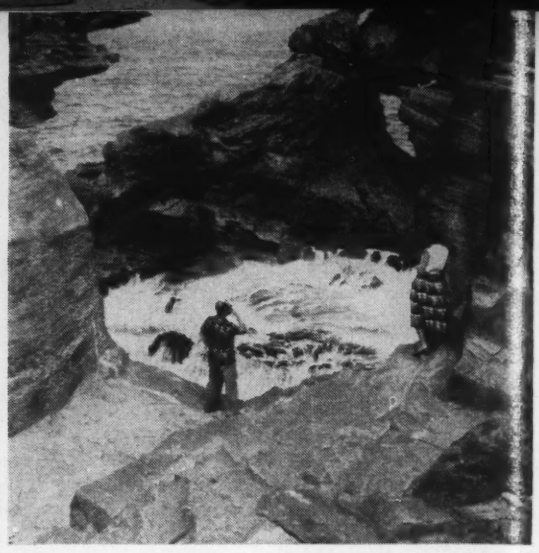
4. Fund-raising requires some measure of control. If it cannot provide its own then it may have to come from government. At the local level United Funds do provide reasonable control for agencies who participate but for the others there is little or none. Some thought might be given to municipally established appeals review boards.

At the national level a start has been made through the National Agency Review Committee of the Canadian Welfare Council which in 1959 reviewed the budgets of six national agencies. It is hoped that ten such agencies will voluntarily participate in this review in 1960. A lot more thought and study must be given to this problem of control, however, for there is no interest more vested than that of a private agency which numbers among its active supporters the select of the power hierarchy of its community or nation.

Our governments are already doing a great deal in the health and welfare field and they will likely do more in the future but surely we have not yet reached the point where our only answer to the problems of human need is "let the government do it".

Puerto Rico: Columbus' Other Island

by Rosellen Callahan



Tourists at Indian Cave near Arecibo.

HISTORICALLY, Christopher Columbus discovered Puerto Rico on his second voyage to the New World in 1493, but actually the real discoverers were the tourists who have been coming to Puerto Rico in increasing numbers each year to enjoy its year-round temperate climate, palm-fringed beaches, the atmosphere of its Spanish towns and modern oceanfront hotels.

Many of these visitors are Canadians, for convenient air service and budget fares make a trip to Puerto Rico one of the best buys in travel. There are nonstop first class flights from Montreal to San Juan which take about seven hours flying time and cost $241 round trip. First class round trip from Toronto costs $243.

Puerto Rico, smallest of the West Indies group known as the Greater Antilles, lies 1,600 miles southeast of New York. Here the sun shines 360 days a year and average temperatures vary only five degrees between winter (75 degrees) and summer (80 degrees), thanks to the Trade Winds. You'll find the sunshine and warmth also reflected in the friendliness and hospitality of its people. The phrases *a sus ordenes* (at your service) and *esta es su casa* (this is your house) are used often and they are sincerely meant. While Spanish is the native tongue, you will find many of the people speak English as well.

Almost every day of the year there is a celebration of a Saint's Day, which means colorful processions, pageants and fireworks. Particularly colorful are the processions and pageants held in San Juan and throughout the island the week before Ash Wednesday, during Holy Week and at Christmastime.

Fishing enthusiasts come from the world over to try their luck in Puerto Rican

El Puente de dos Hermanos (Bridge of Two Brothers) leads to San Juan's "gold coast" where luxurious hotels are located.

waters, where more than 30 world records have been broken. Puerto Rico's most recent world record is a 780 pound blue marlin. And where the fishing is good, there are charter boats and equipment for hire and, of course, good hotel accommodations. Charter boats rent for around $50 a day, including crew, tackle and bait. Or you can rent a completely equipped out-board motor boat on a drive-yourself basis for $2 an hour or $9 for a full day, including gasoline.

Puerto Rico is a golfer's paradise also. Newest of its courses is the 18-hole Dorado Beach Golf Course designed by Robert Trent Jones, about 20 miles west of San Juan. The 7,100 yard long course, dotted with natural and artificial lakes, towering palm trees, citrus fruit trees and colorful tropical plants, is one of the most beautiful and challenging in the world. Adjoining it is the resort hotel developed by Laurence S. Rockefeller.

The Dorado Beach Hotel is spread out along two crescent-shaped beaches. Accommodations are in 14 two-storey cottages which nestle along the beach under the palm trees. The central building includes a glass enclosed dining room which looks out over the ocean, a lounge, bar and movie theatre. Alongside is an outdoor patio and swimming pool. In addition to golf and swimming, there is tennis and horseback riding. The resort operates on the Modified American Plan (breakfast and dinner) and rates from $16-up single and $24-up double in the summer. Winter rates (December 15 to May 1) are $45-50 single and $55 to $60 double.

For racing fans there's year-round horse racing at El Comandante, often called "The Ascot of the Caribbean." A special tour leaves San Juan hotels at 2:00 P.M. on Wednesdays, Fridays and Sundays. Tour price is $5 and includes round trip transportation and clubhouse admission.

In recent years Puerto Rico has become the cultural center of the Caribbean. The famous Casals Festival is held in the spring and world-renowned cellist Pablo Casals is joined in the concert series by such outstanding artists as Yehudi Menuhin, Jascha Heifetz, Eugene Istomin, Rudolf Serkin, Jan Peerce, Eileen Farrell and others. In the late fall a series of symphony orchestra concerts, also under the baton of Pablo Casals, is given in the major cities. A Drama Festival, held from January to March, presents successful Broadway productions starring top-flight performers. The calendar of cultural events also includes ballet, opera and exhibits of rare art.

The capital city of San Juan is a study of contrasts. In Old San Juan, about a six block square area, you'll find the streets paved with blue stone carried as ballast in Spanish galleons. The area is a treasure trove of history. There is the famous fortress of El Morro which thwarted the attacks of pirates and assaults of Sir Francis Drake; La Fortaleza, which has been the governor's mansion for over four centuries; the Cathedral of San Juan Batista, where Ponce de Leon is buried; Callejon Las Monjas (Lane of the Nuns), one of the city's few remaining old Spanish streets of stairs; tiny Christo Chapel with its silver altar.

Newest hotel, "La Concha", commands view of San Juan and ocean.

You easily can combine shopping with sightseeing on a tour of Old San Juan, for dotted between the many historic buildings are quaint shops which display an alluring array of native handicrafts and works of art. Puerto Rico is especially famous for its hand embroidered table linens and blouses, hand carved Santos, copper, silver and tortoise shell jewelry, original resort wear, handsome water colors and oil paintings by native artists.

A short ride from Old San Juan brings you to the most modern and luxurious resort hotels in the Caribbean—the Caribe Hilton, La Concha, Condado Beach and La Rada along San Juan's Gold Coast, and the San Juan Intercontinental near the airport.

Most hotels in Puerto Rico operate on the European Plan (without meals). Three are small, family-type hotels which range from $5 to $7 single and $8 to $12 double. Some families prefer the more intimate atmosphere of a guest house, and their rates range from $3.50 to $7 single, and $5 to $10 double.

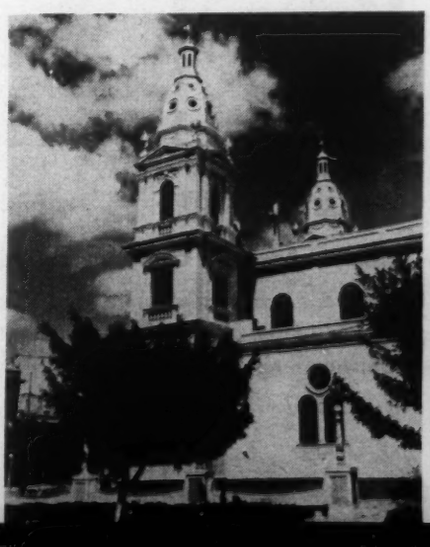
The winter rates at beachfront hotels range from $9 to $15-up single and $14 to $19-up double. But during their summer season (May 1 through December 15) rates are reduced drastically—anywhere from 20 to 45 percent.

Puerto Rico has been called the most European of the islands in the Caribbean and its restaurants and night clubs reflect an international flavor. You have your choice of cuisine—French, German, Swiss, Spanish, Italian and, of course Puerto Rican and American. Incidentally, Puerto Rico's water is pure and the milk is pasteurized.

Puerto Rico's night life is gay and clubs offer topflight entertainment from New York, Europe and South America. Throughout the year you will find such stellar names on the bill as Maurice Chevalier, Jose Greco, Lisa Kirk, Eartha Kitt and Vic Damone. The night club circuit includes the Club Caribe at the Caribe Hilton Hotel; La Concha Supper Club at the Hotel La Concha; the Fiesta Room at the Condado Beach Hotel; the Tropicoro Night Club at the San Juan Intercontinental Hotel and the Club Flamboyan.

But there is much, much more to Puerto Rico than its capital city of San Juan. You must take a trip "out on the island" to really catch the feel of the place. There

Cathedral of Our Lady of Guadalupe.



El Morro, built by Spanish in 1523.

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are several short day trips, either through a tour operator or on a drive-yourself basis. A "must" is a combination trip to Luquillo Beach—a magnificent mile-long crescent of fine sand bordered by almost 3,000 palm trees—and the Rain Forest at El Yunque, where orchids grow wild, ferns reach the height of 30 feet and from its summit you can view both the Atlantic Ocean and the Caribbean.

You can "do" the whole island in three days with time enough for leisurely sightseeing along the way, for the island is only 100 miles long and 35 miles wide. One of the most popular routes takes you westward along the north coast through pineapple country to Arecibo, a city which dates from 1556. Just outside the city are the Indian Caves (La Cueva del Indio), which historians believe served as ceremonial temples for the Paino Indians. Driving down the west coast you come to Aguadilla where Columbus is said to have landed in 1493. Here you can stay at the Hotel Montemar ($7 single, $10-12 double), enjoy a swim in the pool before dinner which is served on the terrace overlooking the spectacular Mona Passage.

The second day's travel takes you inland through sugar cane and citrus country and inland to San German, one of the most ancient and truly typical Spanish communities in Puerto Rico. The town is the site of Porta Coeli, said to be the oldest mission chapel in the Western Hemisphere. Continuing south you come to La Parguera on the Caribbean, a famous fishing and resort area ($3-9 single, $5-12 double). There's time for a swim before dinner, and after darkness has set in there's a boat trip to one of the most unique attractions in the world—Phosphorescent Bay. As the launch moves into this organically lit body of water it cuts a neon-like swathe through the inky bay, spray glistens like diamonds on the deck, fish flash ahead creating fantastic phosphorescent patterns. No matter how sophisticated the tourist, he will find this ride on a dark night sheer excitement.

The following day you head for Ponce, Puerto Rico's second largest city, which boasts what is probably the most colorful Parque de Bombas (firehouse) in the world.

While Puerto Rico has all the atmosphere and charm of a foreign land, there is none of the inconvenience of foreign travel. You do not need a passport or visa, for the Commonwealth is a freely federated state under the United States flag. Native born Canadians need nothing more than identification. Take your driver's license along if you want to rent a car. Naturalized Canadian citizens should carry their papers, just as they do when coming to the United States.

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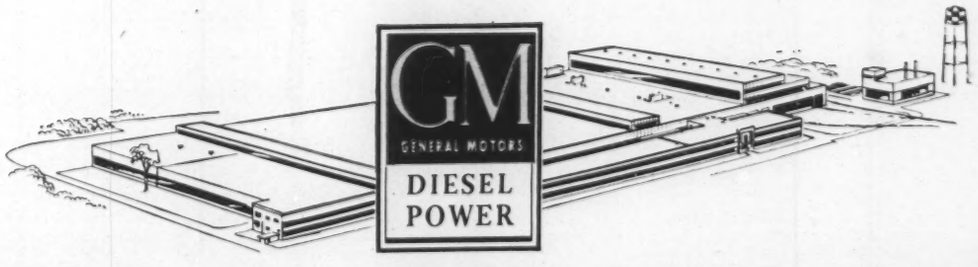

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Ottawa Letter

by Edwin Copps

Diefenbaker's Strongest Lieutenant

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It was at this critical stage that Donald Fleming stepped in to restore some semblance of good sense. During the weeks that the tight money controversy had been building up to a frenzy, Fleming had been away in Europe and the U.S. attending international monetary conferences. Immediately on his return, he went to work on a thorough and thoughtful statement on the government's position. He delivered the speech (19 closely-spaced pages) before Toronto's august Empire Club of Canada.

"The welter of conflicting arguments has only served to confuse rather than to enlighten," peacemaker Fleming began. "It is a time for calm appraisal, careful study and analysis." He then proceeded to a well-documented analysis of the situation, citing as its basic cause the new economic boom that has been under way in Canada during the past six months. Said Fleming: "Any apparent shortage of credit today is due to the extraordinary intensity of demand for commercial loans arising out of Canada's rapid economic expansion."

Fleming acknowledged a difference of opinion between the government leaders and the bankers about how the available credit should be apportioned to the public. "I make no secret of the fact," he said, "that I have strongly pressed the banks, both orally and in writing, to give priority to the credit needs of farmers and small business." But he followed this with the honest admission that the bankers could be right in disregarding his free advice and sticking to more orthodox, if less popular, banking practices.

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In the very same week that he had to cope with the tight money controversy, Finance Minister Fleming was in the eye of another storm, this one over salary increases for the Civil Service. Nearly a year earlier, the Civil Service Commission had recommended an across-the-board pay boost for government workers. The Commission's recommendation applied only to the Civil Service but if put in effect there, it would have to be spread immediately to all hands in the armed services and the Royal Canadian Mounted Police, about 300,000 employees in all.

For months, the Cabinet had pondered the Commission's proposal, inevitably leading government staffers to believe that a raise of some kind, however small, was in the works. The task fell to Donald Fleming, as Finance minister, to tell the civil servants flatly that even their faintest hopes were groundless. The Tory Government had decided against any increase in the pay scale it had put into effect on May 1, 1957.

MEMO: To the CANADIAN PUBLIC
WE GOOD OL' LOYAL CIVIL SERVANTS - WANT YOU TO KNOW -
THAT: THE BIG BAD GOVERNMENT REFUSED TO IMPLEMENT THE SALARY INCREASE RECOMMENDED BY THE CIVIL SERVICE COMMISSION.
THAT: THE B.B.G. HAS GIVEN AN UNFAIR AND BIASED PICTURE OF THE ISSUE!
THAT: THE B.B.G - OUR EMPLOYER - PROVIDED NO APPEAL FROM IT'S UNILATERAL DECISION:
THAT: WE GOOD OL' CIVIL SERVANTS ARE REFUSED THE RIGHT OF COLLECTIVE BARGAINING.
THAT: THE B.B.G. HAS OVER-STATED THE FINANCIAL COSTS OF GUARANTEEING INCREASES
THAT: WE WANT EQUALITY WITH THE REST OF CANADA'S WORKING POPULATION.
.. ETC, ETC,
WE THE PEOPLE
OUT
"HERE YOU ARE, MY DEAR SIR: SEE FOR YOURSELF HOW THE PRESENT GOVERNMENT IS MAKING US THE SCAPEGOATS ON IT'S HOLD-THE-LINE POLICY!"
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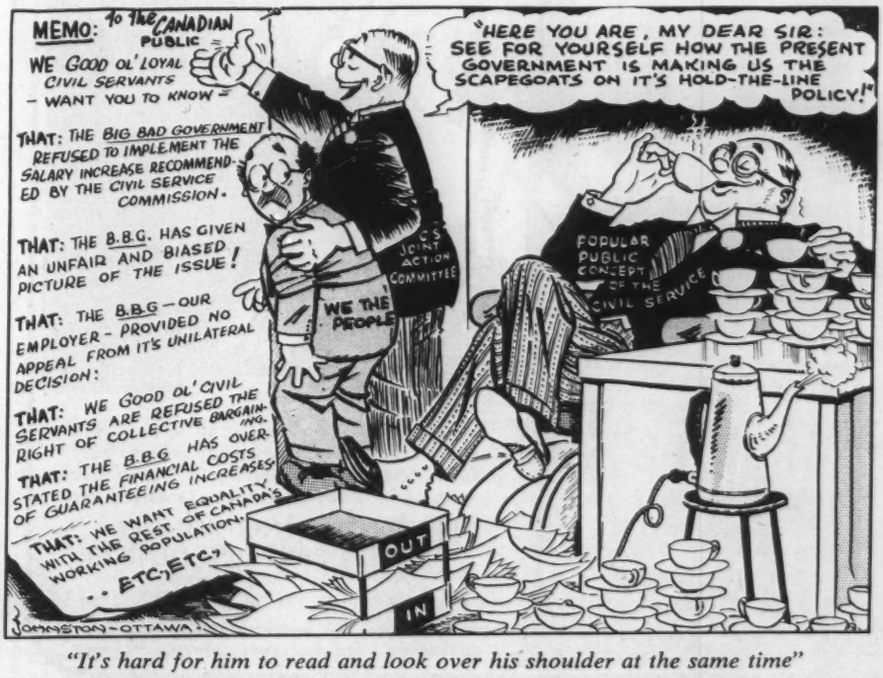
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POPULAR PUBLIC CONCEPT OF THE CIVIL SERVICE

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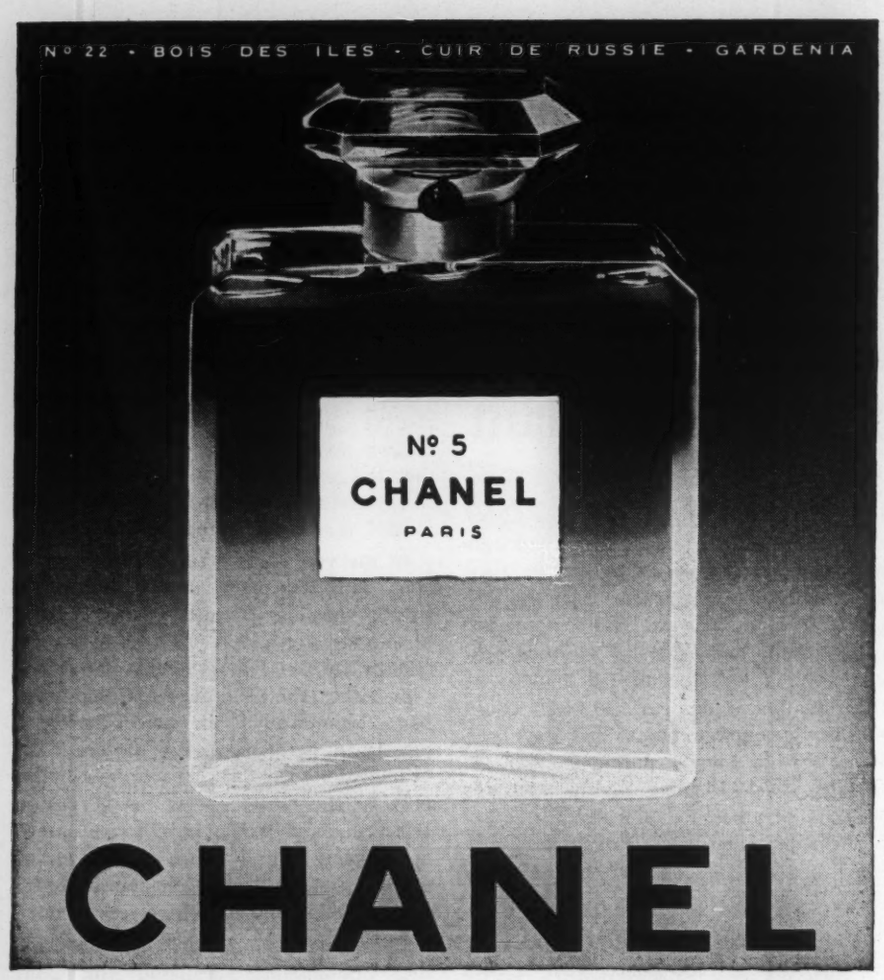

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Fleming used no soft-sell technique to bring the bad news to the Civil Service. The proposed increases, he said, would cost the treasury $242 million in the present fiscal year. Already facing a deficit, the government simply could not afford such a hike in its overhead. There is an established system of annual raises in the Civil Service; by working harder and qualifying for these merit raises, individual government employees can increase their incomes to meet rising living costs.

Civil Service organizations immediately set up a howl of protest. Some of their more radical spokesmen — momentarily forgetting the civil servants' no-strike oath —began to threaten work stoppages, slowdowns and mass marches on Ottawa. But the more sober national executives frowned on such demonstrations. Instead they talked of mounting a national public relations campaign to persuade the taxpayers that government employees are entitled to higher pay.

In trying to get public support for their pay demands, the Civil Service persuaders undoubtedly face a mammoth task. Rightly or wrongly, Canadians do not have much respect for the industry of civil servants or for the rigors of public service. While there is widespread, if grudging, realization that some top officials of the bureaucracy must work hard to maintain day-to-day operations, the general opinion remains that most government jobs are soft touches, generally held by incompetent and lazy clerks, who are protected throughout their careers and supplied with generous pensions afterward via the magnanimous Civil Service Act. Unlike Britain, where many young people plan and educate themselves primarily for a public service career, Canada still regards the Civil Service as the refuge for the second-rater or the slacker who lacks either the ability or the energy to make the grade in the more competitive world of private business.

Finance Minister Fleming supplied some statistical evidence to support this general view that the public service is neither as arduous nor as underpaid as its propagandists would have outsiders believe. Said Fleming: "The overall recruiting experience in the Public Service has shown an improvement in the past two years and the rate of turnover has decreased."

There is another very practical objection that the government employees must erase from the public mind before they can line up any countrywide support for a pay boost. Finance Minister Fleming drew attention to this hard fact: the requested pay increase, if granted, would necessitate a 15% hike in personal income taxes.

Books

by John Gellner

Military Lessons for Today

Lord Kitchener: Burning ambition.

BOOKS ON MILITARY subjects are very much in vogue in our days. Most of them fall into one or the other of three categories: First, there are the memoirs of military leaders, generally nothing but massive apologias or exercises in ill-concealed self-praise, and—as often as not even less objective—the biographies of military leaders written by authors with little width of perspective and even less professional knowledge. Then we have the descriptions of individual operations, vividly written with an appropriate sense for drama, but again usually treated without regard for their real impact on the war of which they are often only paltry episodes.

Finally, a new breed of military theorists, college professors, and even more forbidding, military research scientists, are regaling us with learned treatises on the art and science of war, present and future. Their common characteristic is that they have stripped war of its "glorious uncertainty"—to them, the advance of weapons technology has eliminated the old material and human imponderables. It is all very clear, clever and convincing, and very, very dull.

Here and there, though, pieces of solid gold can be found amid all the shiny and worthless baubles, and among the cold and colorless rock. In this reviewer's opinion, the five books which will be discussed here are such nuggets. Three of them are brilliant—and critical—portrayals of military leaders, which provide proof (if proof were needed) that "man being the measure of all things", military success depends, and in all likelihood will continue to depend, on human qualities.

The other two deal with war in the nuclear age, one from the Western, the other from the Soviet point of view. They are as dissimilar as can be in their approach to the subject and in their treatment of it. One, written by a professional soldier who believes, with the famed Marshal de Saxe, that "In war as in love one must be close if one wants to know", is a stinging critique of Western military policy, followed by an imaginative exposé of what it should be. The other is a scholarly work bearing little imprint of its author except that it reveals him for what in fact he is, a civilian researcher who views military in the same manner as all other scientific problems. He offers, however, what is very difficult to come by; a balanced account of contemporary Soviet military thinking, and this is always of the utmost interest.

Kitchener, by Philip Magnus—*Musson—$6.50.*

In his, "School for Dictators", Ignazio Silone puts forth the idea that to become a great political leader a man must concentrate all his energies on amassing power, to the exclusion of all other desires and all other interests. He thinks that only those who can do that are likely to succeed, just as "those who really concentrate on God become saints, and those who live only for money become millionaires". Kitchener concentrated on making a career, and he made it, right up to being commander-in-chief in India, virtual ruler of Egypt, and in the end Secretary for War of Great Britain, "the first serving soldier to sit in any Cabinet since George Monck, Duke of Albemarle, in 1660".

The way he went about it must strike one as outright shameless. Kitchener used influence wherever he could find it. He was not above giving the widest interpretation to security regulations in his correspondence with Lady Salisbury whom he provided with information in return for the help she was so well placed to give him. (It shows Kitchener's lack of self-criticism that with his record he could coin the contemptuous bon-mot about Cabinet members being wont to repeat military secrets to their wives, except for one who repeated them to other people's wives.) He seldom missed an opportunity to advance his claims. His telegram of congratulations to Brodrick upon the latter becoming Secretary for War, in 1900, is typical: "Best congratulations. Am anxious to get to India. Can you help?"

But despite all his less engaging qualities, Kitchener, standing, in Lord Curzon's words, "aloof and alone, a molten mass of devouring energy and burning ambition", was a man to be admired and respected. He was a real patriot, although at times he perhaps tended to equate Britain's interests with his own. He was a very able general, logistics being his particular forte at a time when these were handled rather cavalierly by most military leaders. Willpower and general firmness of character were his shining qualities. He was a hard and ruthless, extremely capable, very great man.

Philip Magnus calls his excellent biography of Kitchener a "portrait of an imperialist". It is a study of a man in whom all was on a gigantic scale: his figure, his failings, and his achievements.

Orde Wingate, by Christopher Sykes — *Collins — $6.50.*

It is a safe bet that Kitchener would not have tolerated Orde Wingate for a day had the latter been in the army in Kitchener's time and served under him. This, although—or because—Wingate had many traits of character similar to Kitchener's: burning ambition, egocentrism, contempt for lesser men. But Wingate was a bohemian in (usually unpressed) uniform, a visionary intellectual, and a curious mixture of tremendous strength of purpose with inner uncertainty extended at times to the point of complete frustration. A Kitchener thwarted in his plans would move heaven and earth to achieve his aim. Wingate, in a spell of depression over what he considered shabby treatment after he had done so well in

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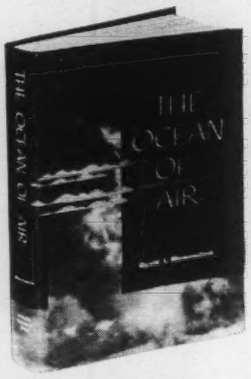

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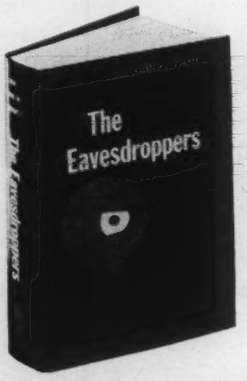

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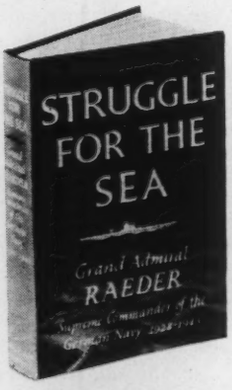

STRUGGLE FOR THE SEA

By Grand Admiral Raeder, Supreme Commander, the German Navy, 1928-1943. These memoirs tell the story of German naval re-armament and Admiral Raeder's part in World War II. Include famous campaigns. $5.00

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the Abyssinian campaign, tried to cut his throat.

Fortunately for Wingate, much had changed in the British Army in the years between the two great wars. The ramrod-stiff disciplinarians who with one chilly gaze had made the ground open under a forward junior officer, had given way to some of the most humane, broad-minded and understanding generals to be found in any military organization, anywhere. Had this not been so, Wingate would have been court-martialled out of the service rather than made a major-general at the age of 40.

Even so, reading Christopher Sykes' biography of that extraordinary soldier, one marvels that he could have avoided dismissal when as a British officer in Palestine, contrary to the established policy of impartiality, he made common cause with the Jews; or when in an official report he characterized a decision made by a higher headquarters as "the mark of the military ape".

The author is somewhat less successful when it comes to assessing Wingate's military achievements, especially those in Burma where he operated in a wider frame and, for the first time, against truly professional opponents. What tangible effect Wingate's raids had on the outcome of the campaign in South-East Asia, indeed whether or not they influenced it at all, has been a matter of much controversy. "Not to any appreciable extent", is the judgment of Sir William Slim, who as Wingate's last commander supported his enterprises generously, if with little enthusiasm.

Churchill, on the other hand, was so impressed by the first Chindit operation that he wanted to give to the young brigadier, who had never commanded in any other than guerilla operations and up to then never more than 3,000 British troops, the top command on the Burma front. It was perhaps fortunate that wiser counsels prevailed, and Wingate was merely given the opportunity to prove himself in the second, much bigger Chindit raid. It was in the course of the latter that Wingate died in an aircraft accident during a routine flight. "With him", in Churchill's words, "a bright flame was extinguished".

The Campaigns of Wavell, by Robert Woollcombe — *British Book Service—$5.*

Among the senior officers who held their protective hands over Wingate, the foremost was Lord Wavell. He gave Wingate his opportunity in the Middle East; helped to save him from the consequences of his truculence after the Abyssinian campaign; and then offered him his greatest chance in India. Such consideration was typical of Wavell who combined extraordinary military capabilities with a deep insight in events and men, and great kindness.

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October 19, 1959 *Secretary*

If Haig was the prototype of the commander of British troops in the First World War, Wavell was it for the Second. Outwardly he conformed to the popular idea of how a British general should look: Erect posture, granite features, clipped moustache, monocle over a steely eye (this, incidentally, was no affectation: Wavell lost an eye in the First World War). But the inner Wavell was as far removed from the British generals of the preceding generation as the infantryman of the Second World War was from Old Bill. He was a thinker and a writer of great ability. He was utterly unconventional in his tackling of military problems, receptive to advice, openminded toward innovations, flexible even after he had made his plans.

It was his ill luck (but also a compliment paid to his ability as a general) that in the three years during which he had comand in battle, from 1940 to 1943, he was always thrown into gaping breaches in Britain's defences. He was his country's Hector. Even so, he snatched some victories from seemingly inevitable defeat.

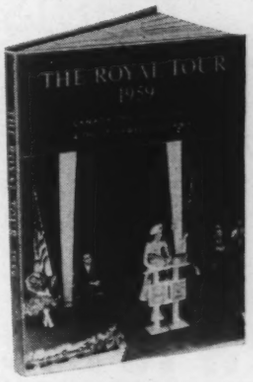
The Failure of Atomic Strategy, by F. O. Miksche — *British Book Service — $5.75*

The burden of Colonel Miksche's argument is in these two statements: "To threaten with atomic weapons is neither strategy nor statesmanship. It is not a sign of strength but of weakness, something between military amateurishness and defeatism". And, "The West must get out of the cul-de-sac into which, through its technology mania, it has rushed".

The whole book is an outcry against the "degeneration" of the Western military establishment in which the art of war has been degraded to a simple technique, generals are mere mechanics, and the aim is to conduct war only with machinery because nobody wants to be a poor, suffering rifleman any longer. Hence our absolute reliance on nuclear weapons which, in turn, makes us incapable of fighting a conventional war, and, even worse, makes it probable that we will use nuclear weapons even if there is no justification for such a course (would there be ever, except in retaliation in the highly improbable case of a Soviet nuclear attack?). Miksche compares the West's military situation to that of a policeman armed only with a pistol. Because he has no truncheon, he must shoot or retreat every time he encounters any kind of violent lawlessness.

Miksche is not the man to engage in mere theorizing. He is a practical soldier of long experience who, a Czech by origin, has served with distinction with the armies of four countries. Thus he does not only decry; he also offers a recipe for overcoming the military paralysis with

GIFT BOOKS



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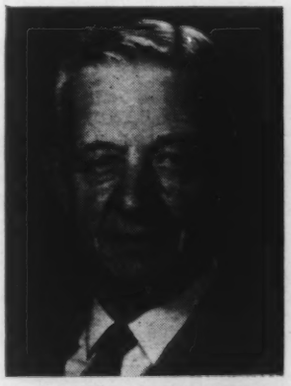

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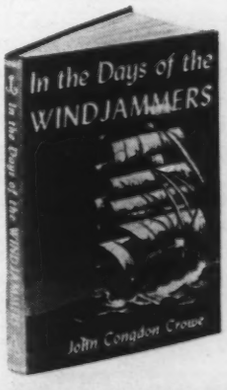

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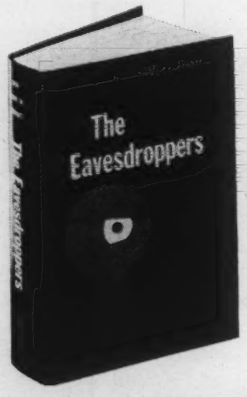

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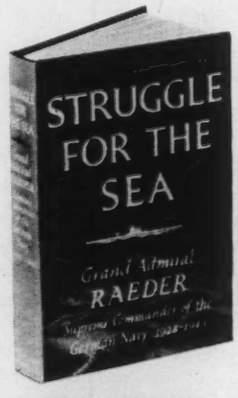

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By Grand Admiral Raeder, Supreme Commander, the German Navy, 1928-1943. These memoirs tell the story of German naval re-armament and Admiral Raeder's part in World War II. Include famous campaigns. $5.00

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the Abyssinian campaign, tried to cut his throat.

Fortunately for Wingate, much had changed in the British Army in the years between the two great wars. The ramrod-stiff disciplinarians who with one chilly gaze had made the ground open under a forward junior officer, had given way to some of the most humane, broad-minded and understanding generals to be found in any military organization, anywhere. Had this not been so, Wingate would have been court-martialled out of the service rather than made a major-general at the age of 40.

Even so, reading Christopher Sykes' biography of that extraordinary soldier, one marvels that he could have avoided dismissal when as a British officer in Palestine, contrary to the established policy of impartiality, he made common cause with the Jews; or when in an official report he characterized a decision made by a higher headquarters as "the mark of the military ape".

The author is somewhat less successful when it comes to assessing Wingate's military achievements, especially those in Burma where he operated in a wider frame and, for the first time, against truly professional opponents. What tangible effect Wingate's raids had on the outcome of the campaign in South-East Asia, indeed whether or not they influenced it at all, has been a matter of much controversy. "Not to any appreciable extent", is the judgment of Sir William Slim, who as Wingate's last commander supported his enterprises generously, if with little enthusiasm.

Churchill, on the other hand, was so impressed by the first Chindit operation that he wanted to give to the young brigadier, who had never commanded in any other than guerilla operations and up to then never more than 3,000 British troops, the top command on the Burma front. It was perhaps fortunate that wiser counsels prevailed, and Wingate was merely given the opportunity to prove himself in the second, much bigger Chindit raid. It was in the course of the latter that Wingate died in an aircraft accident during a routine flight. "With him", in Churchill's words, "a bright flame was extinguished".

The Campaigns of Wavell, by Robert Woollcombe — *British Book Service—$5.*

Among the senior officers who held their protective hands over Wingate, the foremost was Lord Wavell. He gave Wingate his opportunity in the Middle East; helped to save him from the consequences of his truculence after the Abyssinian campaign; and then offered him his greatest chance in India. Such consideration was typical of Wavell who combined extraordinary military capabilities with a deep insight in events and men, and great kindness.

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Montreal *JAMES A. DULLEA*
October 19, 1959 *Secretary*

If Haig was the prototype of the commander of British troops in the First World War, Wavell was it for the Second. Outwardly he conformed to the popular idea of how a British general should look: Erect posture, granite features, clipped moustache, monocle over a steely eye (this, incidentally, was no affectation: Wavell lost an eye in the First World War). But the inner Wavell was as far removed from the British generals of the preceding generation as the infantryman of the Second World War was from Old Bill. He was a thinker and a writer of great ability. He was utterly unconventional in his tackling of military problems, receptive to advice, openminded toward innovations, flexible even after he had made his plans.

It was his ill luck (but also a compliment paid to his ability as a general) that in the three years during which he had comand in battle, from 1940 to 1943, he was always thrown into gaping breaches in Britain's defences. He was his country's Hector. Even so, he snatched some victories from seemingly inevitable defeat.

The Failure of Atomic Strategy, by F. O. Miksche — *British Book Service — $5.75*

The burden of Colonel Miksche's argument is in these two statements: "To threaten with atomic weapons is neither strategy nor statesmanship. It is not a sign of strength but of weakness, something between military amateurishness and defeatism". And, "The West must get out of the cul-de-sac into which, through its technology mania, it has rushed".

The whole book is an outcry against the "degeneration" of the Western military establishment in which the art of war has been degraded to a simple technique, generals are mere mechanics, and the aim is to conduct war only with machinery because nobody wants to be a poor, suffering rifleman any longer. Hence our absolute reliance on nuclear weapons which, in turn, makes us incapable of fighting a conventional war, and, even worse, makes it probable that we will use nuclear weapons even if there is no justification for such a course (would there be ever, except in retaliation in the highly improbable case of a Soviet nuclear attack?). Miksche compares the West's military situation to that of a policeman armed only with a pistol. Because he has no truncheon, he must shoot or retreat every time he encounters any kind of violent lawlessness.

Miksche is not the man to engage in mere theorizing. He is a practical soldier of long experience who, a Czech by origin, has served with distinction with the armies of four countries. Thus he does not only decry; he also offers a recipe for overcoming the military paralysis with

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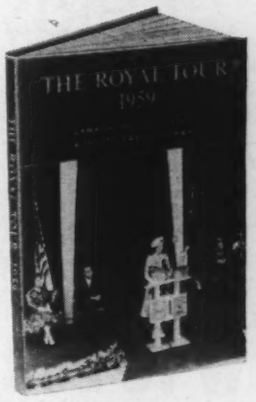

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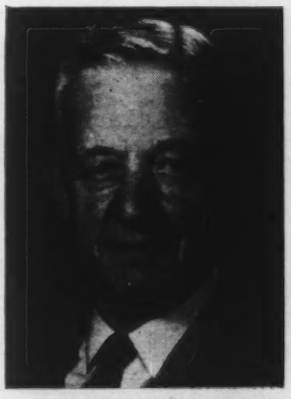

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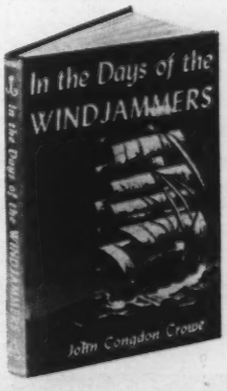

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By John Congdon Crowe. Of exceptional interest is this account of a Nova Scotian captain's family who lived aboard a full-rigged ship in the nineties of the last century. $4.50

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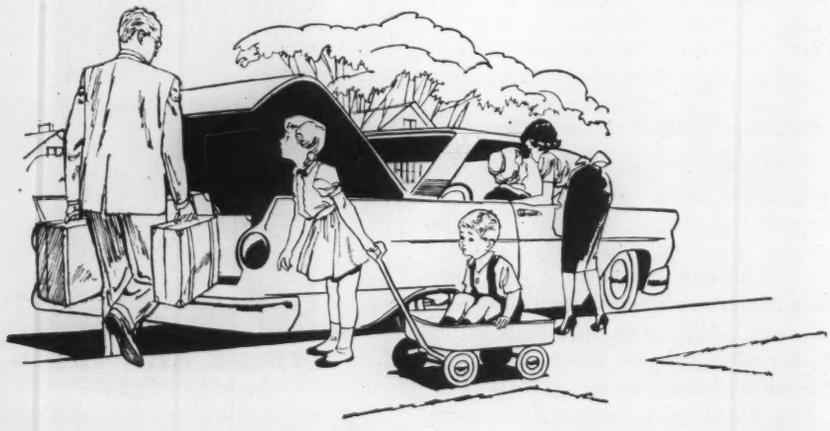

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which the West is stricken. It is highly original advice, and he supports it with a wealth of facts and figures, on manpower and equipment requirements, weights and costs. His Western defence force would come cheaper than that which we have today, but it would demand more personal sacrifice. He makes a convincing case for his contention that it would be effective because it would be usable. What is needed to get that kind of defence is leadership that would be capable of lifting the nations of the West up to greatness.

An ominous note it struck in Miksche's book by his repeated references to a time limit, five years at the most, within which, the author believes, the Western coalition must provide itself with usable military force. This is the more ominous since Colonel Miksche has proven by his earlier writings that he possesses something like a military second sight. He clearly does not believe in any slackening of the cold war. Its battlefield does not lie in Europe, but between the Persian Gulf and the Atlantic coast of Morocco. This is the area which, within those five years, we will be challenged to hold or to give up at our great detriment.

War and the Soviet Union, by H. S. Dinerstein — *Burns and McEachern — $6.50.*

H. S. Dinerstein is on the staff of the RAND Corporation which does research on problems of American military security for the U. S. Department of Defense. His book is the outcome of a painstaking study of the pronouncements of Soviet military leaders and of Russian professional literature, leading to a theory of what present-day Soviet military concepts might be. This does not seem like a great deal, but so impenetrable is still the intellectual iron curtain which in many fields divides us from Russia, and such is the security-mindedness of people who are in the know there, that this is as much as we can hope to learn of Soviet military intentions—unless, of course, one of their top marshals should defect to our side, which is not at all probable.

The impression one gets is that Soviet military art and science have now freed themselves of the shackles in which they were kept in Stalin's days, and have sailed forth to the exploration of new conditions of warfare requiring new solutions. This would give to the Russian military establishment—which mainly because of its rigidity at the command level was sadly inefficient in both world wars—more power than the biggest rockets and the fastest jet aircraft. For until a few years ago, the USSR was something like a military dinosaur. It looks as if at last it had now the brain to match the muscle.

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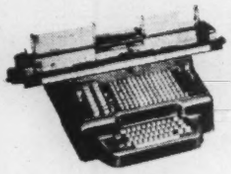

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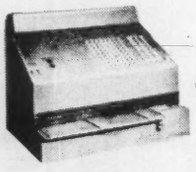

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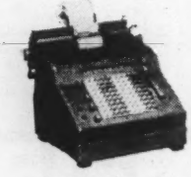

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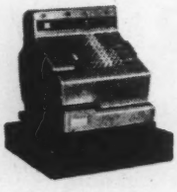

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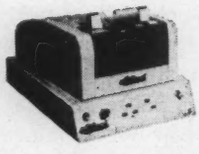

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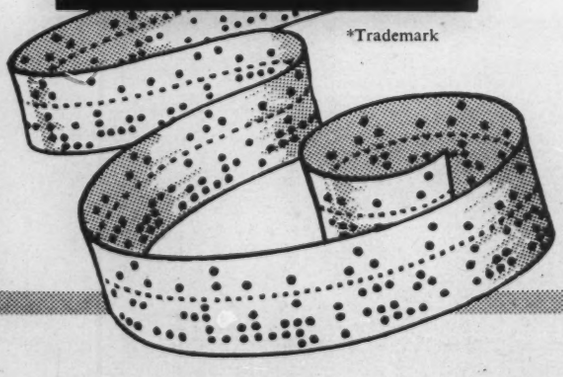

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"The Bloody Brood": Barbara Lord, Jack Betts, Peter Falk.

Films

by Mary Lowrey Ross

A G-Man's Life and Times

"THE STORY OF THE FBI" has G-Man Hardesty (James Stewart) lecturing to a class of FBI rookies on the life and times of a government man, and after watching him for a while you may feel as though you were tacking restlessly between police drama and a family-life series on television.

G-Man Hardesty's elucidations of the job include descriptions of the trapping of a bomber who has blown up his mother in a passenger plane; his courtship of his librarian sweetheart (Vera Miles); the suppression of the Ku Klux Klan; Mrs. Hardesty's fancy for ice cream and shrimps during pregnancy; skulduggery in the oil-well country; Mrs. Hardesty's miscarriage in Oklahoma; the shot-in-the-arm appointment of FBI head J. Edgar Hoover; Mrs. Hardesty's return to mother with her three little ones when her spouse takes to carrying side-arms; the rise and fall of Baby Face Nelson, Pretty Boy Floyd, John Dillinger, etc.; Hardesty Jr.'s annoying habit of swiping his father's shaving cream; the emergence of the Bund; little Jenny Hardesty's sad collapse as class valedictorian; the emergence of the Communist plotters—and so on and so on, right up to veteran Hardesty's appearance (much enhanced by a silver rinse) as top-level G-Man and happy family man. This peculiar blend of fiction and documentation may well leave you twitching, though not, I'm afraid, with excitement and suspense.

Canadian movie-producers, who must compete with both Hollywood and television, are in a peculiarly difficult position. The super colossal film is out of the question, for the Canadian investor, as everyone knows, is a man who likes to keep his bank-roll in his hand and his hand in his pocket. Even the more moderately budgeted movie, which depends less on production than on sensitivity and depth, represents a risk that venture-capital is reluctant to take. This means that the Canadian motion picture producer must provide his own stake, beginning on a small scale with a program-thriller and hoping that his capital and ambitions can be made to advance together.

This, at any rate, is the policy adopted by the Meridian studios whose backers hope that their initial production, *The Bloody Brood,* will supply a cash basis for more ambitious undertakings. Having made a close analysis of program, or double-feature films and their patrons, the producers have taken every precaution that their nest-egg won't be addled by ideas or intellectual values. They had, they say frankly, two aims in making *The Bloody Brood*—one was to make it professional. The other was to make it profitable. As it works out, the film is professional enough to make it indistinguishable from any Hollywood movie dedicated to action and violence. The profits should follow automatically.

Briefly, *The Bloody Brood* has to do with a beatnik group whose leader Nico (Peter Falk) decides to enliven one of the basement-retreat parties with a thrill murder. The victim of this experiment, a messenger who happens to wander in with a telegram, is hospitably received and fed a hamburg spiked with ground glass. He dies in agony and presently his brother (Jack Betts) sets out to discover the murderers. In the course of these investigations (a) he is beaten to a pulp by a pair of goons employed by Nico; (b) he recovers and goes back to beat up Nico in a return match; and (c) the police arrive just as one of the hoods, now self-employed, is finishing off Leader Nico with a table-fork. As you can see there is plenty of action.

All this seems rather a sensational approach to the phenomenon of the beatnik, who has never, so far as I know, been accused of being anything more anti-social than a deadbeatnik, self-absorbed from earning a living and satisfied with reciting his off-beat poetry to a congenial group in lugubrious surroundings and in his special idiom. The producers have observed and faithfully recorded the idiom, the poetry, and the dismal basement retreats; and if they have extended the beatnik's non-conformities rather arbitrarily, at least they have set up enough violence and action to satisfy the special audience they had in mind.

If all goes well with the initial venture the studio intends to branch out into broader and more literate fields. "We intend to produce Canadian pictures of meaning, depth and purpose," says Producer Roseman, who has already set in motion plans for the screen dramatization of Sinclair Ross's *The Well.* This should be the justification for *The Bloody Brood.* I'm afraid it hasn't any other.

James Stewart: Shrimps and pregnancy.

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London Letter

by Beverley Nichols

The Grief of Graham Greene

THE SCENE WAS the vast ballroom at the Savoy Hotel, the time was 11.45 on election night, the occasion was the *Daily Telegraph* reception, and "everybody in London" was there. If you had cast a net at random over the crowd you would have landed a glittering catch of celebrities — cabinet ministers, professional beauties, millionaires, film stars, really big fish, with only an occasional sprat like your correspondent.

It was a gossip writer's paradise, with the Lord Chancellor fighting his way to the bar past Lord Hailsham, opposed by Sir Laurence Olivier and Mr. Gulbenkian, flanked by Arthur Rubenstein and a posse of duchesses, in a vain endeavor to bring champagne to Lady Diana Cooper. That sort of thing. A regular tiara-boom-de-ay-night, in every sense of the word.

I put the hour at 11.45 because by then the first twenty results had come in, and suddenly the Tories realized that they were going to win. There was an extraordinary quickening in the tempo of the babel of talk . . . and in the popping of champagne corks. It was as though we had all been given an unexpected reprieve from five years imprisonment—five years of austerity, increased taxation, nationalization, and gloom. (It is the sheer gloom of socialism which is most intimidating to some of us who have lived under it—the subtle suggestion that the legend of Merrie England is a capitalist myth, and that if you own a dinner-jacket you must necessarily have got it by grinding the faces of the poor.)

The cloud of that gloom lifted, as though by magic. The champagne took on a new sparkle, even the orchids on the bosoms of the beauties seemed to perk up. During the next five years, at any rate, we could cultivate our gardens in comparative security, without the fear that a socialist snooper would look over the wall and order us to turn off the water.

For in spite of the pre-election boom on the Stock Exchange, with steel shares soaring to unprecedented heights, many of the most distinguished prophets—and some of the poll experts—were far from certain that the result was "in the bag". Their apprehension was due to uncertainty as to the vote of the old age pensioners. At a late hour Mr. Gaitskell had suddenly given a firm pledge that if Labour were elected the old age pension would automatically rise by ten shillings a week.

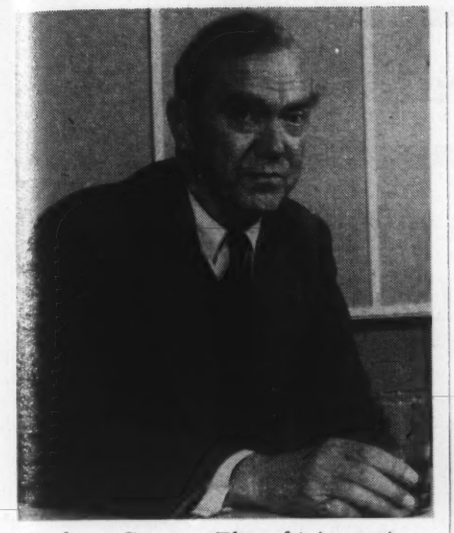
When we asked how, without increased taxation, he would find the money for this act of benevolence, which was piled on top of an already staggering bill of social expenditure, he replied "by increased production" . . . which, in its turn, would be obtained by "controls" and "planning". This old-age pension racket was one of the most shameless bribes which any political party has ever offered, and it gave Mr. Macmillan a very *mauvais quart d'heure*. It is a tribute to the good sense of the old folk of Britain, who have a keen nose for rats, that they did not fall for it.

One thing about the contest has been proved beyond a shadow of doubt — this was not a "television election". If it had been, the Tories would have been at the bottom of the poll. Their television performance was deplorable; one had the impression that they were a group of weary fuddy-duddies mouthing platitudes in an exaggerated Oxford accent. By contrast, Labour was polished, professional and slick, with a full grasp of TV technique. Maybe it was a little too slick. There was not all that difference between Mr. Gaitskell and a detergent salesman, and one sometimes expected him to conclude his perorations with some such slogan as "Labour Washes Whitest of All".

The great question mark, of course, is the Liberals, who more than doubled their voting strength, and accounted for nearly six per cent of the total poll. Those 1,600,000 Liberal votes could swing Britain decisively to the Right or the Left in any future election, and it therefore becomes a matter of urgent importance to discover where they came from—and where they will go next time.

Two heartening factors. Firstly the total rout of the Communists. All but one of them forfeited his deposit. Secondly, the equally total rout of Sir Oswald Mosley and his ex-Fascist neo-Liberal quasi-Blackshirt movement, which puts it as crisply as I can manage. He was at the bottom of the poll.

Yet another heartening factor. When I left the Savoy, round about three o'clock in the morning, I was able to walk down the Strand, to join the milling crowds round floodlit Trafalgar Square, without being molested by prostitutes. London's streets, at last, are fit for decent people to walk in. This—somewhat surprisingly—



Graham Greene: The whining voices.

has saddened the heart of novelist Graham Greene, who deplored their departure in a letter to the *Daily Telegraph*. How sad it was that these gay friendly creatures had departed! What a loss to the London scene! How boring it must be for the policemen, who were left with nothing to do!

Mr. Greene is entitled to his opinions. And if he is so enlivened by the spectacle of the public degradation of womanhood, there are still plenty of cities in Europe where he can go for consolation. But most of us, who no longer have to endure those whining voices and those clawing fingers, will breathe a sigh of relief.

As I write, a heavy rain is falling—the first that has come to my part of the world for nearly five months. It has been a fantastic year, climatically, with Nature standing on her head. In royal Kew Gardens, the apple blossom is coming out for the second time, and the celebrated pocket-handkerchief tree (davidia involnerata) which always draws the crowds in May, is doing its stuff all over again, hanging its branches with white bracts which suggest the weekly wash. Till yesterday the parks were crowded with sunbathers stripped to the waist, and the conductor of the bus that took me to Piccadilly was mopping his brow and grumbling "Let's 'ope the Tories give us a lighter uniform now that we're living in these 'ere tropics".

Nobody has bothered to order any fuel and coal stocks are at an all-time high, which may mean more trouble for the government when winter comes—particularly as some of the Welsh pits are facing closure. Nine years ago we were so desperately short of coal that we ruined some of the loveliest estates in Britain, scratching it desperately from the surface; today there is a glut. We certainly see some changes in this little island. But at least, for the next five years, we can have a reasonable assurance that they will not be too drastic, and that neither our nerves nor our economy will be damaged beyond repair.

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Theatre

by Lincoln Spalding

"The World of Carl Sandburg"

WHETHER IT IS the economics of touring, or whether it is that people want to see something different from the family and detective dramas that are the staple of television, I don't know. But there is a firm trend on the theatre circuit to dramatic readings. What Mark Twain and Charles Dickens did for this continent a hundred years ago Sir John Gielgud, Emlyn Williams and Charles Laughton have done in the past five years.

Gielgud did it with a Shakespeare anthology entitled the Seven Ages of Man, Laughton had his best success with George Bernard Shaw and Emlyn Williams took over Dylan Thomas where Dylan Thomas himself left off.

Now a new team has been added with a new and very welcome author. Bette Davis and Gary Merrill — a husband and wife team which is already evoking comparisons with the Lunts — are just getting into the swing of "The World of Carl Sandburg" which will be at Toronto's Royal Alexandra theatre from November 12th-14th.

No poet surely asks to be read aloud more than Carl Sandburg. For he has always been a public poet, one who has talked of everyday things in a way which everyone can understand. Yet the language of the vernacular, through his genius and his acute ear for rhythm, is transmuted into something rich and strange however familiar the theme or words. Take, for example, his paean of praise to that city which has been so much a part of the world of Carl Sandburg, Chicago:

Hog Butcher for the World
Tool Maker, Stacker of Wheat
Player with Railroads and the Nation's Freight Handler
Stormy, husky, brawling
City of the Big Shoulders.

And how better could a poet plead for the brotherhood of man than he does here:

The free man willing to pay and struggle and die for the freedom of himself and others
Knowing how far to subject himself to discipline and obedience for the sake of an ordered society free from tyrants, exploiters and legalized frauds
This free man is a rare bird and when you meet him take a good look at him and try to figure him out because
Some day when the United States of the Earth gets going and runs smooth and pretty there will be more of him than we have now.

But it is Sandburg's gift to speak to everyone almost individually amongst the crowd. What actor, not excluding Miss Davis and Mr. Merrill, could resist a poet who knows this much about the profession:

They have not exactly seen their fathers killed
Nor their mothers in a frame-up to kill
Yet they all want to play Hamlet because it is sad like all actors are sad and to stand by an open grave with a joker's skull in the hand and then to say over slow wise, keen, beautiful words masking a heart that's breaking, breaking.
This is something that calls and calls to their blood.
They are acting when they talk about it and they know it is acting to be particular about it and yet: They all want to play Hamlet.

One of the difficulties in creating "The World of Carl Sandburg" must have been knowing what to choose, for Sandburg is a prolific writer who has published over thirty-four volumes of prose

"They all want to play Hamlet".

"Is that an iceberg, Captain?"

and verse and has written hundreds more poems which have not yet been published. Norman Corwin, who has done the selection is an old hand at it however. In 1936 Corwin adapted *The People, Yes* (one of Sandburg's longest poems) for radio and later made it into a one act opera. He has an intimate knowledge both of the man and his works.

The idea for the show came from that fount of ideas in show-business, Armand Deutsch, a Hollywood producer who left his important job at MGM in order to do what he wanted which includes such things as producing "The World of Carl Sandburg". It also includes practising his philosophy that 'the road' is the best part of American theatre and that tours should not be dropped. As Deutsch says, TV can never replace the immediacy of live theatre and it would be a sad day if TV were left as the only dramatic diet most people could have.

That the magic of Sandburg, the talent of Miss Davis and Mr. Merrill and the staging of Armand Deutsch can still find an important place in the theatre is proved by the reviews of the show so far. The Portland *Press Herald* in saying that the audience gave it "unstinted applause" commented that " 'The World of Carl Sandburg' is somthing quite apart from anything offered before". The Brunswick *Record* said flatly that "Gary Merrill is Carl Sandburg, Abraham Lincoln and Gary Merrill", while the Lowell *Sun* said that "Bette Davis is an overwhelming success".

The Hartford *Courant* explained that "to call this a reading would give totally the wrong idea . . . Mr. Sandburg's works are so rich . . . so pungent and vivid that they vibrate with the excitement we call theatre. They mock any such sedate notion or device as a 'reading'."

The Royal Alex has done well to get this show into its first half of the season for it looks as though Canada will find what a New England critic found: " 'The World of Carl Sandburg' will come to you as a revelation".

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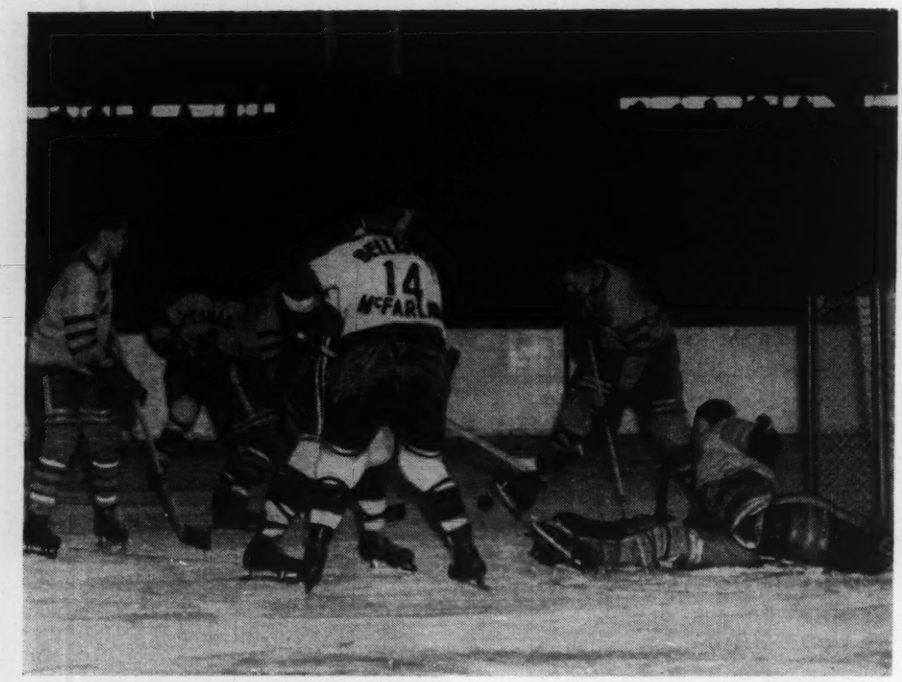

Harsh light on hockey operations was shed at Belleville recently.

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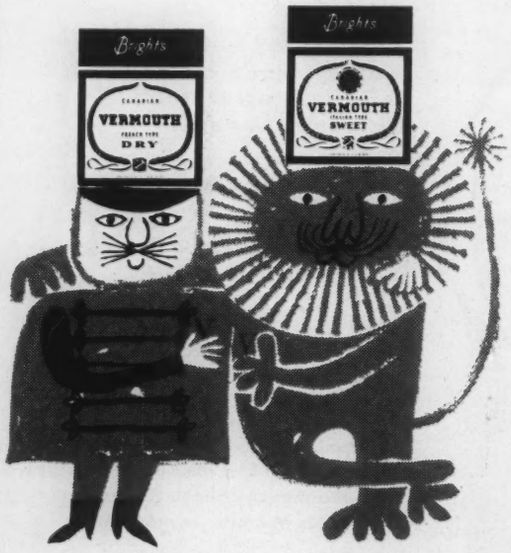

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Sports

by John McDade

Amateurs and Bunkum

THE 1960 OLYMPIC GAMES promise to shape-up into a grand contest between state-subsidized "amateurs" and college-subsidized "amateurs" with a few simon-pures competing to give the festivities a note of respectability. And the usual rumble over the nature of amateurism has already started.

I wonder if the athletes who competed in the original Olympic Games in ancient Greece would have been eligible for competition if the present-day "amateur rule" had been in force then. (Perhaps they did have a rule like ours: it might be helpful to us to know how they got around it.) The rather meagre records we have suggest that there may have been a bit of fiddling over expense accounts and subsidizations and such.

I am more than a little suspicious about that compulsory ten-month, pre-games training camp. Who bought the groceries for the athletes in training? How much pocket-money were they allowed? Perhaps Mr. Brundage and his boys should look into this: a few retroactive suspensions may be necessary.

The distinction between amateurism and professionalism in sports as we have it today is a relatively recent development. It came to full-flower during the Victorian age and in a social order much different from that prevailing in most countries today. It was about a century ago that athletics was organized on a national scale in England, and the term "*gentleman* amateur" was used to describe the man who, simply for the love of it, ran races and jumped over things and played games and all that.

That term has significant sociological undertones. The notion has been classically, and conspicuously, exemplified in the distinction in English cricket between "Players" and "Gentlemen". The "Player" was (and still is) the cricketer who was paid for playing his game: the "Gentleman", on the other hand, had financial resources which permitted him to devote long hours to the game without having to be paid for it. This was all very fine and all very much in accord with the social structure of Victorian England.

But society is ordered differently now, and the Victorian amateur-professional distinction in sports is obsolete. Of course,

here are still true amateurs who play heir games and run their races for the imple love of them: but in most sports oday the amateur, the authentic amateur, hat is, and not the coy semi-pro, is enerally the man who is not good nough for the "big time", or not yet ood enough, or, if he is good enough, would rather be doing something else or a living.

A few years ago Earl Alexander—no one can charge him with revolutionary social tendencies—suggested that the time has come for a radical re-thinking of the amateur-professional distinction in sports. To the horror of many people, he called for the open and realistic subsidization of athletes.

There is something very unwholesome about much of the current concern for "amateurism" in sports and about all the hanky-panky that has built up around it. Hidden subsidizations, cynical subterfuges, the tongue-in-cheek taking of amateur oaths, the evasive double-talk of the managers of "amateur" sports—these all add up to one of the most ludicrous hypocrisies of our times. The Victorian distinction has become in our time what Arnold Toynebee calls an "Archaism"—and most of its defenders seem to be people who are nostalgic for a social system that is no more.

Surely the time has come for the frank recognition throughout the world of the realities of the "big time" in sports and for the honest acceptance of the necessity for the subsidization of the athletes participating in it. Such recognition and acceptance will not obliterate authentic amateurism and the values it sustains: rather, they will place it in a more wholesome perspective and give it a new vigor. And we will be spared the nauseous hypocrisy of widespread bogus amateurism.

And we Canadian sports-enthusiasts should not be too quick to cast stones at the ambiguous amateurism of athletes of other countries. Is the alleged simonpurity of our athletic boys and girls (of most of them, anyway) really a matter of national virtue? Or is it more a matter of national apathy, an instance of that curious Canadian tendency to pass off little indolences as little excellences?

How pure is our amateurism? Are not some of our finest athletes college-subsidized—and subsidized by colleges in a foreign country at that? What about the Pickwickian use of the word "amateur" by the Canadian *Amateur* Hockey Association? And just how authentic has been the amateurism of the hockey-players who have represented us at recent Olympic Games?

Is it fanciful to suggest that one of the things that is holding back athletic development in Canada in our hesitancy and our timidity, yes, our hypocrisy, with respect to the ambiguities of the amateur-professional distinction?

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Medicine

by Brian Cahill

Blood Transfusions Can Kill

THE TRANSFUSION of blood from one human being to another is such a common procedure today that scarcely anyone questions its usefulness or its safety.

When objection is raised argument centers about such issues as civil rights, parental responsibility and religious freedom; it being assumed by most parties to the dispute that the blood transfusion, in itself, is a good or, at least harmless, procedure.

This is too easy an assumption.

A blood transfusion can kill a man almost instantly on the operating table when he develops a severe allergic reaction to another's blood.

Or it causes him to come down, sometimes within hours sometimes not for months, with hepatitis—a virus infection that results often in severe illness and sometimes in death.

And, perhaps the most tragic danger of all lurks in the fact that a blood transfusion given to a girl or a woman today may, many years later, kill her unborn child or her newborn infant because of the mysterious Rh factor existing, undetected, in the donor's blood.

Within the past few years a number of doctors and medical scientists in Canada have issued warnings about the over-use of blood transfusion.

They include such men as Dr. Bruce Chown, a Winnipeg pediatrician and expert in the field of blood diseases and blood transfusion; Dr. Paul Weil, head of the Blood Transfusion Service of the Royal Victoria Hospital in Montreal; Dr. Brian P. L. Moore, director of the National Laboratory of the Red Cross Blood Transfusion Service; and Dr. J. H. Dible, professor of pathology of the University of London, Eng.

Dr. Dible said in a recent communication to a scientific journal: "In the 18th century hundreds of people lost their lives from having blood taken out of them needlessly; today people are being killed by blood being put into them needlessly."

Perhaps the most outspoken of Canadian doctors warning against the abuse of blood transfusion has been Dr. Chown of Winnipeg. Last year he wrote three articles on the subject for the *Canadian Medical Association Journal* including one headed bluntly: "Transfusion of Girls and Women Can Kill Their Babies!"

In these articles he cited specific cases of women who had received blood transfusions and who, years later—in one case 15 years later—lost or had serious trouble with their babies because of an incompatible Rh factor introduced into their blood by the transfusion.

What are the chances of harm resulting from a blood transfusion?

Perhaps greater than you, or your doctor, think at the moment.

Dr. Brian P. L. Moore says that unfavorable reaction due to incompatible types of donor blood average about 1 per 4,200 bottles of blood transfused and that sensitization by Rh factors that may cause trouble during the next transfusion, or the next pregnancy, are at least four times as common.

This would make the total risk from both these sources about 1 per 600 bottles which is a startlingly high figure even considering the fact that by no means every case of incompatibility or sensitization is fatal or even serious.

An estimate frequently found in the medical literature is that the overall *death* rate from blood transfusion, including death from hepatitis associated with transfusion, ranges from 1 in 1,000 to 1 in 3,000 cases. In other words this means that death is about as likely to follow a blood transfusion as an appendectomy.

This is an estimate. The actual rate may well be higher because the best figures available are from large medical centers with well-equipped hospitals and experienced personnel. Accurate figures from smaller centers are rarely available and they could raise rate quite substantially.

For this situation the Red Cross, somewhat paradoxically, must bear some responsibility stemming from the wonderful work it has done in the blood transfusion field.

Dr. Chown, after paying tribute to the value of the collection work of the Red Cross, lists two disadvantages that have arisen from this activity:

"First, blood has, in most centers served by the Red Cross and its volunteer donors, become so readily available that use has become abuse.

"Second, when the Red Cross undertook to develop a free national transfusion service it took from most hospitals, and most universities too, a first-hand knowl-

edge of imuno-haematology (blood reaction to foreign substances including incompatible donor blood). With certain exceptions our hospitals and universities have not only added to their knowledge in this field but have not even kept up with the new knowledge that has developed in the past 17 years. This is serious. It has not only retarded advances in knowledge but it has rendered many hospitals technically incompetent in the field of blood transfusion."

That the Red Cross is itself aware of the validity of the points raised by Dr. Chown seems apparent from the fact that for the past two years it has been stepping gradually out of the field of cross-matching and typing blood and has been handing this task over to the hospitals concerned.

And in many of these hospitals medical boards and administrative committees are beginning to review not only the technical facilities for blood transfusion but the number of transfusions given in the hospital and the reasons for them.

Dr. Paul Weil of Montreal says: "It is sometimes said that if a patient needs one bottle of blood he does not need it. He either needs none or more than one . . . The amount of blood in one bottle is too small to influence the outcome . . . in the average-sized adult."

Dr. Rhinehard Friesen of Winnipeg recently checked the records in three Winnipeg hospitals of women who had been treated following the loss of an unborn child through induced or spontaneous abortion. The objective was to find out what percentage of the women had received blood transfusions as part of the treatment and "the most surprising finding was the tremendous variation from hospital to hospital."

In one hospital it was considered advisable to give blood to 34 per cent of cases, in another to 27 per cent and in a third to only 12 per cent.

Since there were no deaths or apparent serious consequences in any of the cases Dr. Friesen concluded that "blood was given too frequently at . . . two hospitals."

He was particularly concerned with the danger of sensitizing the women concerned with the Rh factor that might affect future children.

"Because a patient who is aborting is still in the reproductive period, this danger of sensitization should always be considered before giving her blood," he says. "In our efforts to help our patient recover from an unsuccessful pregnancy we may completely destroy her chances of bearing a viable child in the future."

It is not surprising, in view of all this, that responsible doctors are advising caution and restraint in the use of blood transfusion. And it is important to stress that it is caution and restraint, not abandonment of blood transfusion, that is being suggested.

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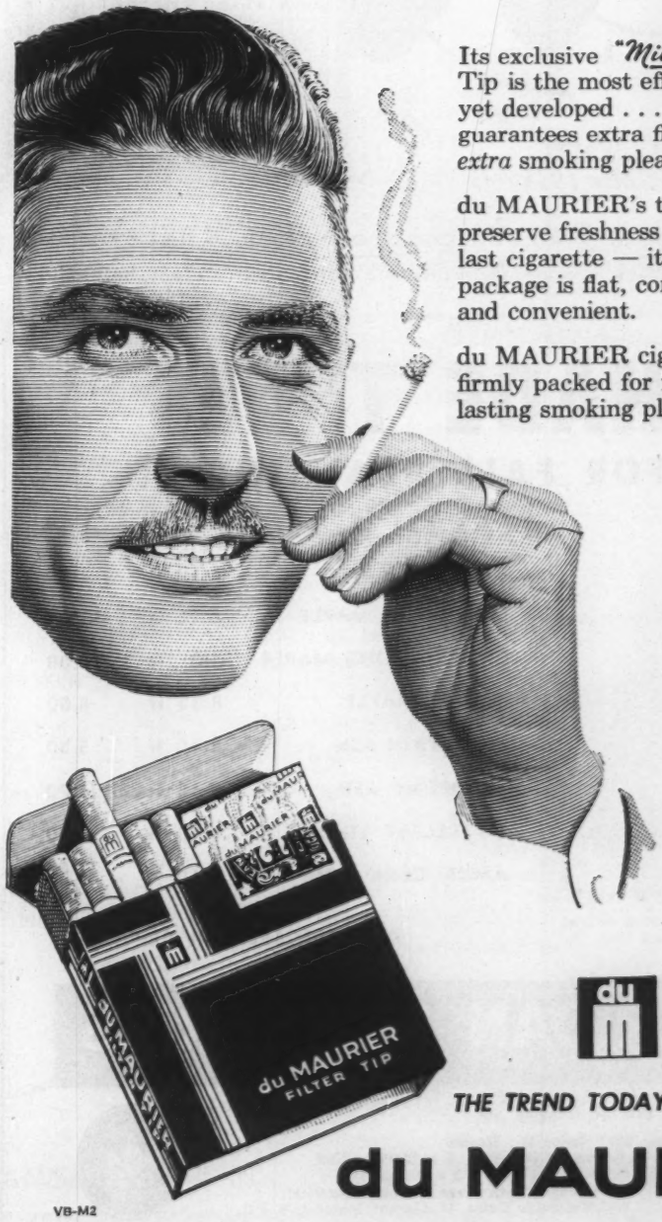

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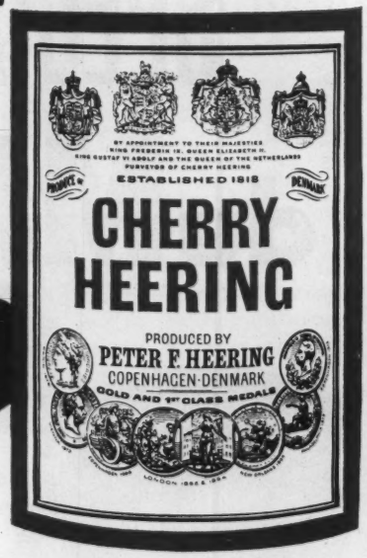

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Records

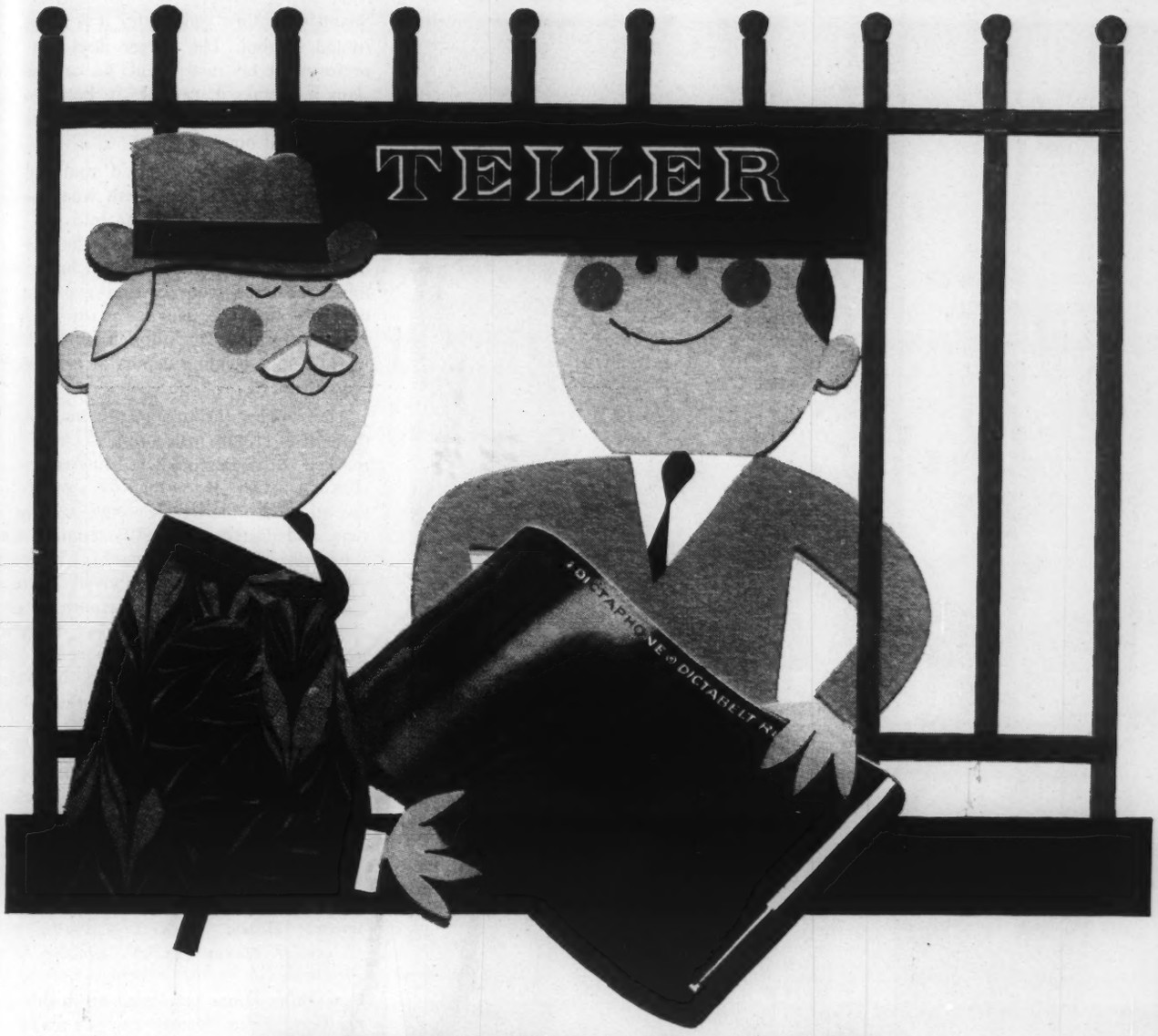
by William Krehm

Beecham Encores: Massenet: The Last Sleep of the Virgin; Sibelius: March from "The Trojans at Carthage"; Sibelius: March from "Karelia Suite"; Rimsky-Korsakoff: March from "Le Coq d'Or"; Sibelius: Incidental Music to "The Tempest", Op. 109; Berlioz: Overture to "The Trojans at Carthage". The Royal Philharmonic Orchestra, Sir Thomas Beecham, Conductor. *Columbia ML 5321.*

There is a type of encore that has few friends left in this cold hard world apart from Sir Thomas. These are lesser works of the last century that in other hands would seem utterly faded and wilted by time. But Sir Thomas not only insists on performing them, but he puts them across. The reason is that Sir Thomas resurrects not only the notes but their spirit and style. You are not allowed to question the maudlin piety of Massenet or the rather thin heroics of Berlioz's March from "The Trojans at Carthage". From the first note—by a contagion of conviction—you have accepted the composer's premises and outlook. Performance excellent. Sound good.

Segovia: Golden Jubilee Album. Works of De Murcia, Sor, Roncalli, Granados, Torroba, Espla, Roussel, Tansman; Concierto del Sur-Ponce; Fantasia para un gentilhombre — Rodrigo. Andres Segovia with Rafael Puyana, harpsichordist and Enrique Jorda conducting the Symphony of the Air. *Decca DXJ 148.*

The inwardly curved sides of the guitar prove it originally to have been a bowed instrument. But since there is no longer a bow to accommodate, its makers were able to give free rein to their fancy, and it came to take on a womanly form. In



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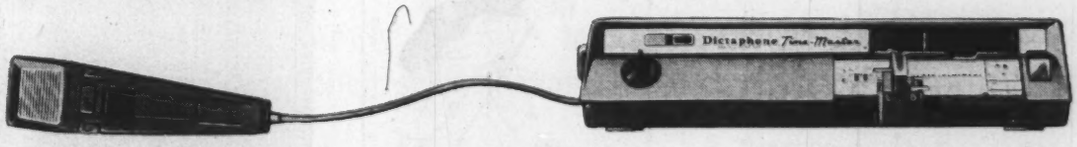

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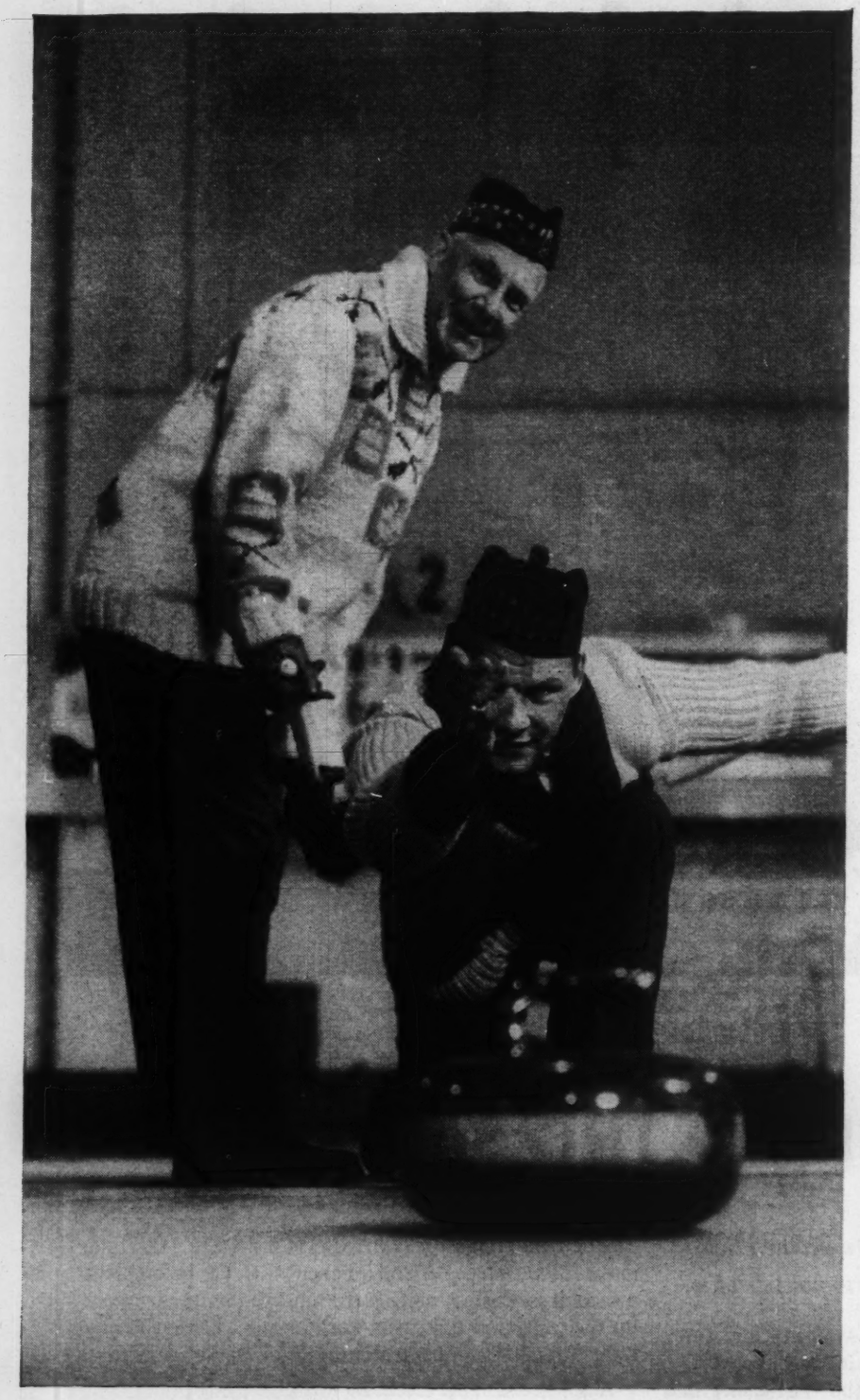

Spanish folklore and poetry it is a deeply-rooted symbol. The player does not just perform on his instrument; he caresses it, slaps it, tweaks it, ravishes it. Between the Andalusian gypsy and his guitar there is an ancestral bond of ritual.

That was the association that Andres Segovia had to contend with when he set out to introduce the guitar into the concert hall. Everything he does has an air of understatement and restraint: he scrupulously abstains from casting gypsy spells over his audience. He has made a sedate lady of Carmen. But, though subdued, the instrument's darkling depths of personality are still there.

They appear throughout this magnificent three-disc album with which Decca has marked Segovia's golden anniversary as concert artist. It shows the guitar—so recently a wandering minstrel, a thing of rags and tatters—gradually coming into a heritage of repertory, much of it associated with the name of Segovia. There is the finely pedigreed *Fantasia para un gentilhombre* of the contemporary Spaniard Rodrigo, the romantically engaging *Concierto del Sur* of Manuel Ponce, the Weiss-Ponce *Prelude* that mingles the silvery sonorities of the harpsichord with the rich amber of the guitar. And throughout it all Segovia leaves his mark with his incredible range of tonal nuance, and his witchery with a phrase. Performance and sound excellent.

Jerome Hines: Concert Encores, with Alexander Alexay (Piano). *London 5397.*

Everything Hines lays hand on in this disc prospers. Even Negro spirituals — *Thunderin', Wunderin'* and *Jonah and the Whale* — which usually emerge pale and anemic from the throats of white singers, are gloriously pigmented and authentic. He takes some of the stalest *hors d'oeuvres* of the concert hall and brings them an incredible freshness and succulence. The Moussorgsky numbers (*The Seminarian, The Song of the Flea,* and *The Goat*) are little dramatic masterpieces. Sound excellent.

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Chess

by D. M. LeDain

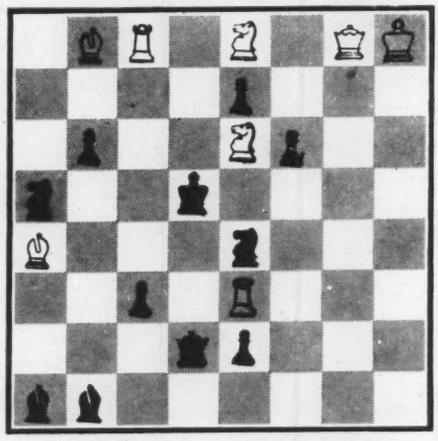
DAN ABE YANOFSKY'S victory in this year's Canadian Championship at Montreal marked his sixth title win. Abroad, Canadian chess is measured largely by his achievements during the last several decades in play on three continents. The following is from the World Team Championship at Buenos Aires in 1939, the event which saw his international debut at 14 on the Canadian team.

White: D. A. Yanofsky, Black: A. Dulanto (Peru)

1.P-K4, P-K3; 2.P-Q4, P-Q4; 3.Kt-QB3, Kt-KB3; 4.B-KKt5, PxP; 5.KtxP, QKt-Q2; 6.Kt-KB3, B-K2; 7.KtxKt, KtxKt; 8. B-Q3, P-QB4; 9.PxP, Q-R4ch; 10.P-B3, QxBP; 11.Castles, Castles; 12.R-K1, R-Q1; 13.Kt-K5, P-QKt3?; 14.BxKt, BxB; 15.BxRPch!, K-B1; 16.Q-R5, BxKt; 17. RxB, Q-B2; 18.B-K4, B-Kt2; 19.BxB, QxB; 20.Q-R8ch, K-K2; 21.QxP, R-KKt1; 22.RxPch!, KxR; 23.R-K1ch, and wins Q, or mates in six.

Solution of Problem No. 230 (Stocchi), Key, 1.Kt-B5.

Problem No. 231, by K. Larsen. White mates in two. (8 + 11)



Puzzler

by J. A. H. Hunter

"A NICE PICTURE!" Bob had picked up a little photo from his partner's desk. "Just the three of you. I guess that was last summer."

"Yes, when we went down to Tobago to miss the heat," replied Bill. "We were on the beach."

"It looks wonderful," commented Bob, putting down the photo. "Your son will have enjoyed it too. How old is he?"

Bill had been hoping for this. "You figure it out," he chuckled. "His age, and his mother's, and mine add up to ninety-nine years. The strange thing is that you write down our three different ages using only two different digits."

It wasn't really so very difficult for Bob, as he did know his partner's age. But you'll have to discover the age of Bill's son without that information. (113)

Answer on Page 68

Five Times Five

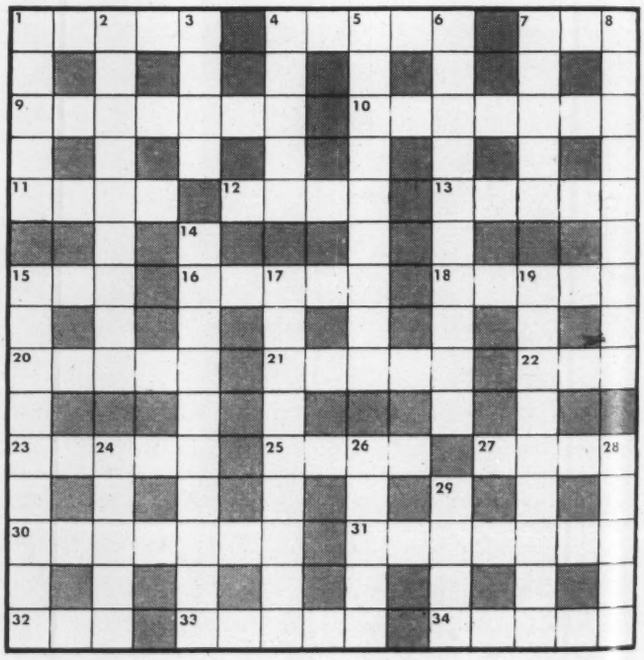
by Louis and Dorothy Crerar

ACROSS

1 This woman and 28 20 over their names, but both made the 1D. (5)
4 See 13
7 See 34
9 To wash . . . . . is the work of a laundress—on the hearth. (7)
10 The public notice this stick-up. (7)
11 Just think what outsiders may have gone through! (4)
12 See 2
13, 4, 27 This trio needed 17 after being operated on by a 31 knife down on the farm. (5,5,4)
15 Poison? No my boy, just food! (3)
16 Touring? Go out to this Italian city. (5)
18 In the wildlife book a picture of it appears. (5)
20 How the epidemic spread in violent fashion. (5)
21 He and I, being on the inside, have a share in what belongs to others. (5)
22 Put the finger on the one that went to market. (3)
23 Girl with nothing on but a rope. (5)
25 Going out? Not I, not this way! (4)
27 See 13.
30 Moslem sheiks have chosen us sinners to hide them. (7)
31 See 13, 4, 27. (7)
32 The 13, 4, 27 couldn't. (3)
33 Safe-crackers, perhaps, and most can be easily cracked. (5)
34, 7 "Burning bright", no doubt, but not yet as bright as mother. (5, 3)

DOWN

1 See 1A (5)
2, 12 This little girl was in danger of being taken in (and how!) by an impersonator. (3,6,4)
3 Be wary! It's cockeyed! (4)
4 No big game, this. (5)
5 Niece was upset having to go round a messy dump in such a rude manner. (9)
6 It calls for a rough sketch on wood? (5-5)
7 Yet one who occupies this may have a position of long-standing. (5)
8 The crooner of 4D has a change of 1A, 1D, 20 or 28 at heart. Tormenting, what? (9)
14 Yet is learning so avoided by the lazy pupil? (10)
15 Is palsy, sir, a form of this affliction? (9)
17 You won't find this being done in a wholesale way. (9)
19 Are you telling what's in pa's grip? (9)
24 The 13, 4A, 27 were lacking one. (5)
26 They are passing the time away. (5)
28 See 1A (5)
29 Get a move on or go back inside. (4)



Solution to last puzzle

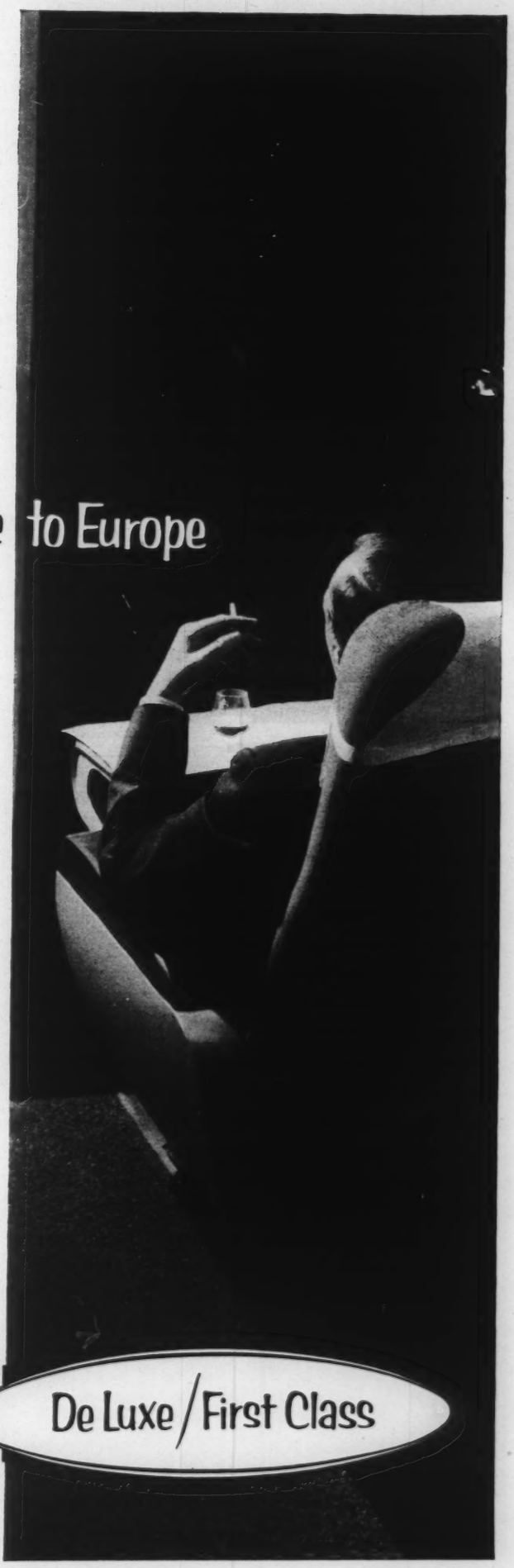
ACROSS

1 Conversion
6, 32, 2 Long time no see
9 Fast asleep
10 Plum
12 Everest
13 Through
15 Black
18 Tramline
21 Clubroom
22 Inane
25 Upstate
26 Oversea
29 Elan
31 Appertains
32 See 6
33 Snapdragon

DOWN

1 Coffer
2 See 6
3 Elate
4 Salute
5 Overture
7 Owl
8 Gumshoes
11 Truman
14 Union
16 Louis
17 Carman
19 Schubert
20 Homespun
23 Hole-up
24 Damson
27 Enter
28 Sling
30 Arm (480)

take the line of least resistance to Europe



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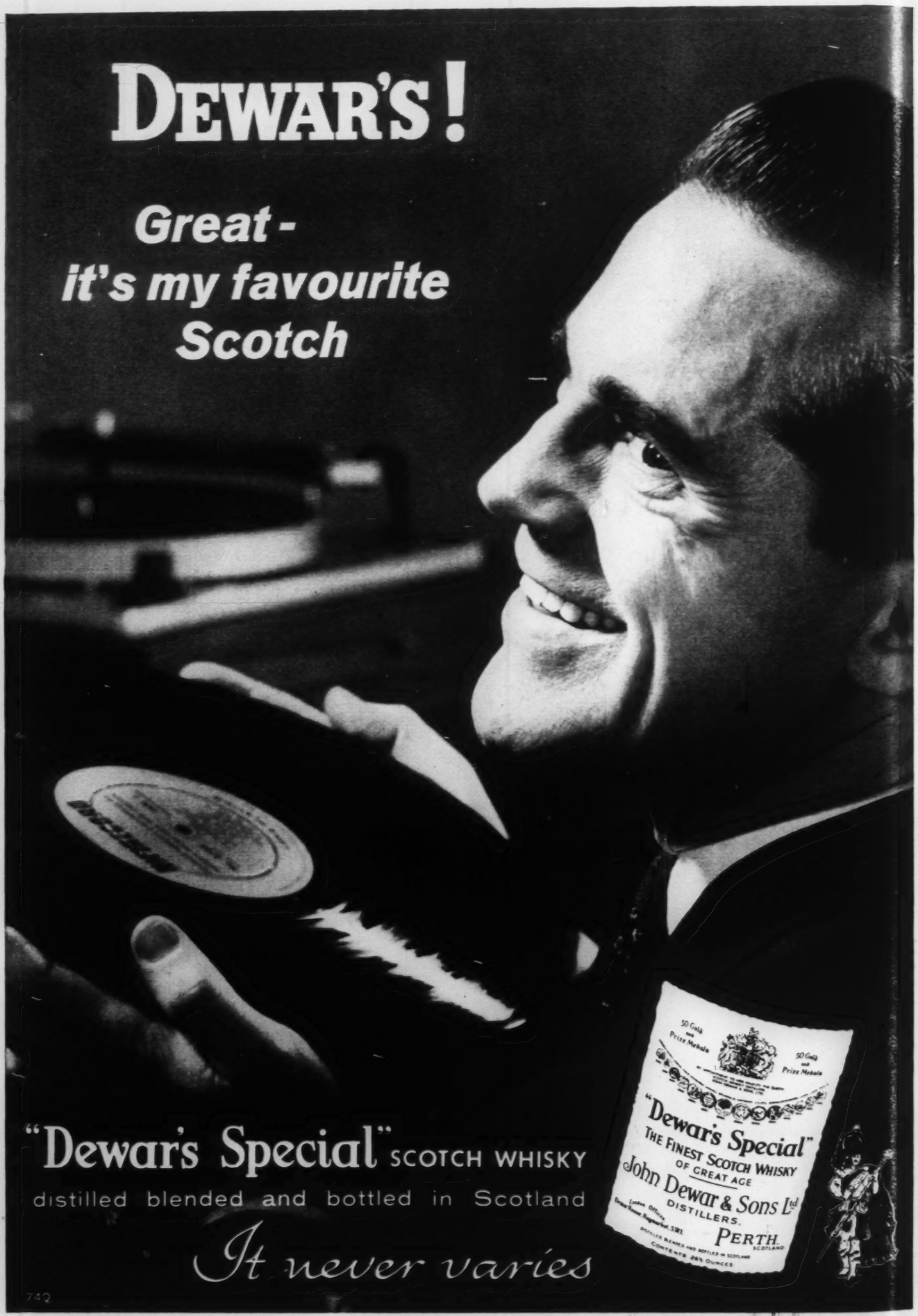

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742

Insurance

by William Sclater

Auto Reductions

Since reading several announcements about new reductions in the cost of auto insurance I would appreciate it if you would clarify the situation as far as Board and Non-Board companies are concerned. Does a businessman who drives only to and from his office night and morning and does less than 5,000 miles a year qualify, or is it more dangerous to leave the car at home to be driven downtown on shopping excursions several times a week?—G.C., Toronto.

Sorry, wish I could give you some good news but you don't qualify. You raise a good point though about the comparable hazard risked by leaving the car at home for downtown shopping use.

Briefly, the Board companies have announced 20% reductions on the rates for public liability, property damage and collision coverage on private passenger autos meeting certain requirements in operation. There must be no more than two drivers and no male driver under 25. The car must not be driven more than 10,000 miles a year. There must have been a claim-free record for the past five years and the car must not be used for driving to and from work.

The Non-Board companies who are members of the Independent Conference, have similar requirements and clergymen and farmers are excepted. They can't qualify either. Maybe the underwriters will get around to a new classification covering drivers in your category too one of these days. The difficulty with mass risk underwriting is the occasional bad apple. The new "Points" system may help weed these out.

No Reciprocity

Is there a reciprocal agreement being worked out between the U.K. and Canada so that visiting U.K. citizens may receive the same use of the government hospital scheme in Canada that visiting Canadian citizens receive through the free use of hospitals in Britain or is such a plan in the offing?—R.N., Sarnia.

Not according to my information or to the knowledge of the Ontario Hospital Commission. It is true the British High Commissioner spoke recently of reciprocal social security measures being in negotiation but I believe that had specific application to pensions and particularly old age pensions. British pensions in the U.K. are payable anywhere. Canadian old-age pensioners cannot draw their pensions outside Canada even to live with relatives in the U.S. or the U.K.

While it is quite true that Canadians, like any other visitors to Britain have the same free use of British hospitals as U.K. citizens, there is no reciprocal hospitalization arrangements here and none in prospect that are known. Sweden is the only country with a reciprocal hospital agreement with the U.K.

No Double Payment

When I visited England this summer I was taken unexpectedly ill and hospitalized there for two weeks. I am covered under the government hospital plan. Can I claim the cost of two week's hospitalization in Halifax against that?—M.M., Halifax.

No. In the first place the two weeks in hospital in England didn't cost you anything. To make a claim under the Nova Scotia government hospital plan you would require proof of expenditures for hospitalization in the form of receipted accounts. If you had a private room in an English hospital you would be charged for that but the N.S. plan doesn't reimburse for private rooms. It covers only basic hospitalization.

If you have an agreement with Blue Cross or with some other insurer you could recover private room cost additional only at the agreed rate of recompense. Surgical or medical payments would come in the same category. The one basic thing you have to keep in mind about all forms of insurance is that it is not there for profit. You can't be paid for hospitalization cost that was paid for you by U.K. citizens' taxes.

Mutual Funds

Would you recommend giving up whole life insurance built up over a good many years for a man in his fifties, married but without children, to find the money to invest in a 15 year plan of a mutual fund investment. Is such a plan quite safe?—D.J., Collingwood.

Any mutual investment fund authorized to operate in Canada has certain built-in guarantees for your protection. You may be quite sure it is quite safe. The returns achieved by such a fund over a period of years are of course just as good as their management. The surety of return will be governed by the circumstances prevailing over the next 15 years. You may beat inflation in this way. But I do not recommend you give up any life insurance policy at a loss to invest in anything else.

What I suggest you consider is a combination of the benefits of both. Take a paid-up policy for your life insurance and find the funds from current income from then on for the mutual investment trust. That way you'll have definite paid-up insurance protection behind you and be building your way to a more comfortable security through the mutual investment plan. But remember always there is no surety of life. Consider the position of your estate and your dependent from that viewpoint, a week, a month, or five years from now before you make any irrevocable decisions.

Time Payments

Do any insurance companies offer a time payment plan for auto insurance and what happens if you fall down on the payments? —K.B., Vancouver.

Just the usual — the insurance falls down too.

Budget or instalment plan methods of meeting insurance premium payments have been announced — recently by both U.K. and U.S.-backed insurance organizations operating in Canada and by a Canadian company. While plans differ in detail what is generally offered is a limited time-payment method of meeting premium but the insurer providing the credit requires that all your household insurance needs such as fire, auto, burglary, personal effects and other policies be purchased in one basket, from the one insurer.

The Canadian company plan, the most recent so far, limits the offer to Ontario residents only and payment of premium to a maximum of ten monthly payments. The company takes over the collecting, accounting and follow-up renewals for the agent. Actually some leeway is already available in credit. While there is no standard practice about it there are many general insurance agents who will accommodate a good customer as a matter of courtesy, provided it is not for too long or too much.

Gold & Dross

A Trading Policy

How do you evaluate a policy of investing only in active listed issues and of having a position in only one stock at a time? This is the advice one would infer from a reading of "The Battle for Investment Survival" by G. M. Loeb.—C. H., Toronto.

While not disagreeing with what you have inferred, it should be noted that this book was written about American conditions. Also that Loeb had a certain type of investor in mind. The advice would have to be qualified for application to Canadian conditions.

Loeb had in mind listings on the New York Stock Exchange, the requirements of which could not be met by some favorite Canadian stocks. For example, the New York Exchange requires a wide distribution of stock which some leading Canadian companies could not meet because they are 50% to 70% owned by other companies. Another thing to consider is the number of small companies in Canada, which are profitable and well-managed, but whose stock hardly trades in sufficient volume for their listing on the Toronto or Montreal Stock Exchange to have any real significance.

Loeb's idea is for the inexperienced investor to confine himself to active issues, which can be traded with a minimum of spread between bid and ask. It makes a good deal of difference on the 100-share swing whether you get out with a loss of one-quarter point plus commissions or with a loss of two points plus commission.

There are perhaps only 50 or 60 companies in Canada suitable for the type of trading Loeb recommended.

The idea of having a position in only one stock at a time can be endorsed for the novice trader or investor. Probably the easiest error to make in investment is to become spread out, to have too many different commitments. This results from a policy of not cutting losses. The investor buys on tips, which are frequently wrong, and then acts on more tips in the hope of recovering his earlier losses. Loeb says, in effect, to close out your long commitment in stock "A" before you buy stock "B".

Loeb does not exclude short selling for the new trader, although we don't expect his advice on this point to be widely followed. The average trader in Canada seems to be afraid to sell short. His fears may be well grounded with regard to mining stocks, for every once in a while some penny mining stock in this country romps ahead to dollars on the strength of drilling results, frequently assisted by a strong promotional play.

But there isn't any reason why the trader shouldn't take the short side of some of the more active industrial stocks from time to time. This is not to be interpreted as a bearish view of the Canadian economy. All stocks fluctuate and money can be made on the down side as well as the up.

The great virtue of Loeb's ideas is that the amateur trader or investor can best learn by doing. By actually owning or being short stock, he can test his own psychological reactions, which are of prime importance in trading of any type.

A. V. Roe Common

What do you think of the future of A. V. Roe Canada? I see now they have discontinued the dividend on their common stock. —M.L., Vancouver.

Following the decline of Canada's aircraft industry, the future of A. V. Roe is tied largely to the 77 per cent-owned subsidiary, Dominion Steel & Coal Corporation (Dosco). This enterprise has had a somewhat in-and-out history. Its coal operations — vested in Dominion Coal Corporation — have become unprofitable, resulting in a loss of $1.8 million in this department for the year ended July 31, 1959, thereby booting away most of the $3.1 million profit earned on operations of Dosco and subsidiaries other than Dominion Coal. In consequence, Dosco can be expected to place increased emphasis on steel.

Some curtailment of Dominion Coal Corp. coal-mining operations at Cape Breton will probably take place. Dosco mining of Wabana mine iron ore on Belle Isle, Newfoundland, also faces physical difficulties similar to the Cape Breton Coal but has not suffered as greatly marketwise and will be continued.

Dosco steel operation is now headquartered at Sydney, with a capacity of 930,000 tons a year. It has been heretofore rated as the third largest steel plant in Canada and the 34th on the continent. It will, however, be overtaken this year by Dominion Foundries & Steel of Hamilton if the latter reaches its objective of bringing finishing capacity in line with its ingot capacity of 1,000,000 tons a year.

Two bright spots in the Sydney operation are Dosco's new rolling mill at Contrecouer, 70 miles east of Montreal, and the Canadian Tube & Steel Division.

The latter has an annual capacity of 90,000 tons of steel, from three electric operations.

While the Sydney operation has been traditionally based on Cape Breton Coal and Wabana iron, it should be noted that it is closer to Labrador iron ore than any other plant on the continent. It is just as close to U.S. coal as any other Canadian plant. The Sydney mill has long dominated the rail-export field, shipping its products to Europe and South Africa.

The Sydney mill could provide the basis of increased market cultivation in Quebec and Ontario, pending the erection of a basic steel plant at Contrecouer, which Dosco has been discussing.

Nickel Outlook

Would the settlement of the U.S. steel strike improve the position of International Nickel? What is the outlook for nickel?—R.F., Montreal.

The end of the steel strike should see a sharp rise in the use of nickel to make up for the many weeks of loss in melting at many alloy-steel plants. But with high inventories plus new nickel capacity coming in, there is no reason to expect price increases within the foreseeable future.

In contrast with conditions two years ago, nickel supply is abundant. Supply available to industry was made even more abundant with the recent cancellation of some U.S. government stockpile contracts and the stretching out of others.

Stocks of both Nicaro (Cuba) nickel pig and nickel oxide sinter are reported as large. The big new plant of International Nickel in northern Manitoba is ahead of schedule and should be in operation no later than July of next year.

The steel industry normally consumes 40% of the nickel produced but has curtailed its usage to almost the same proportion as the drop in ingot production. The strike has resulted in a build-up of inventories in the hands of producers to the 30 to 45-day level.

Other than in the steel industry, nickel business has been firm.

Signed Certificates

A couple of letters have appeared in your column regarding signed certificates. I feel that your reply, which was correct as far as it went, did not give the information required. Years ago when I purchased my first stock, my brother advised me to have the certificates signed and the signature guaranteed. He gave as his reason that in an estate they were more easily handled. My lawyer verified this opinion.

Since that time I have been the executor of three estates. Two had all certificates fully signed and in less than ten days after the government released the deposit boxes I had all certificates transferred and was

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K. W. Kernaghan,
Secretary

Toronto, October 23, 1959

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59-27

able to close the estates. The third estate had only a few signed, which we sold at once. The unsigned had to be accompanied by copies of all papers and most had $1.00 government stamp. This caused so much extra work and delay that it was more than a year before the estate was settled.—S.S., Vancouver.

Previous advice as to the danger of holding certificates endorsed by the owner — in order to facilitate the future settlement of his estate—emphasized the risk of loss or theft of what would become by reason of the endorsement a bearer certificate.

The risk far outweighs any inconvenience that might attend the obtaining of releases for unendorsed certificates. These releases involve clearance from the succession-duties people, which is usually readily available, and is even granted on the assets of estates on which the succession duties have not been paid, provided sufficient assets are held back to assure payment of the duties. Thus, there is no reason why executors cannot take advantage of good securities prices to liquidate part of the estate.

Since the succession-duties people will grant releases automatically on payment of the duties and since transfer agents maintain expensive machinery for the immediate transfer of stocks, any delay was probably due to some other causes, such as unavailability of co-executor, an error on the part of a solicitor's clerk, or some other human factor.

Lead & Zinc Quotas

Six U.S. lead and zinc smelting companies have reportedly joined together in strong opposition to the present United States Government quotas on imports of lead and zinc and have recommended that quotas be rescinded and replaced by increases in the approximate customs duties. Why would these companies do this? What are the implications for Canadian lead and zinc producers?—J.K., London.

The clamor for lead and zinc duties rather than quotas comes from a group which has something to gain from shutting out competition. The statement of the six companies forecasts that a prolongation of the quotas will jeopardize the continuation of a healthy competitive domestic custom smelting industry. By the artificial reduction of raw material supplies, a segment of the smelting industry will be denied the ability to continue in business, the statement claims.

The implications for Canadian exports of lead and zinc to the U.S. are bearish. But there is an indication of a long-term scarcity of lead and zinc in the U.S. in the group's admission that the proposed duties must not be so high as to inhibit the long-range growth in consumption of lead and zinc in the United States or to shut out needed foreign supplies.

Quebec Lithium

What is the position and outlook of Quebec Lithium Corporation? — J.C., Chatham.

Quebec Lithium Corporation suffered the unforeseen termination, by Lithium Corporation of America, Inc., of its contract for the purchase of spodumene concentrates from Quebec Lithium. Officials of the latter point out that without prejudice to all legal claims by it against Lithium Corporation, it will soon be able to supply the demands of the world markets.

Construction of the new refinery of Quebec Lithium is presently nearly completed, and moreover, when construction will be completely terminated, by the end of the year 1959, the company will remain with cash assets of more than $2 million plus half a million dollars of inventories and supplies, with no existing liabilities.

Officials also point out that the decision of Lithium Corporation will not impede or modify the start of operations of the refinery. These are scheduled for the beginning of the year 1960. Termination of its contract by Lithium Corporation does not, officials add, affect the present production and sale of spodumene concentrates required by the ceramic industry.

In Brief

What's the condition of the Arcan hassle? —O.R., Ottawa.

Hinges on eligibility of certain shares for voting at shareholders meeting, adjourned until late in November.

Any explanation of the 18% decline in Canadian residential construction this year?—B.T., Saskatoon.

Usually blamed on tight money.

Is Interprovincial Pipeline still expanding? —W.O., Hamilton.

Plans $9.3 million capital outlay in 1960.

What's the outlook for Walter M. Lowney Co.?—S.D., Victoria.

Continues to turn in sweet performance.

Why did Office Specialty profits fall last year?—G.I., Edmonton.

Sales for year declined.

What is the status of Anacon's copper-gold property near Chibougamau?—M.H., Halifax.

Resumed milling following suspension in order to deepen shaft.

How is Giant Yellowknife doing?—A.S., Montreal.

Shaping up as third largest gold producer in Canada.

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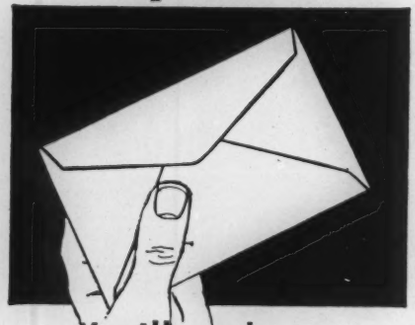

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Your Taxes

by Garfield P. Smith, C.A.

A SUBSTANTIAL NUMBER of cases coming before the Tax Appeal Board and the courts, deal with whether or not certain transactions result in tax free capital gains or in income subject to tax. If the transaction is closely related to the regular business of the taxpayer, it will quite often be held that it was a business transaction of the taxpayer, and that any profit should accordingly be brought into income. There are some exceptions, however, but these are in the minority. In rare instances, the circumstances surrounding a particular transaction have been considered sufficient to place it in a different category from the normal business of the taxpayer, and he has been successful in establishing it as a capital gain.

A case in point is that of Reginald Frederick Heal. In 1951, Mr. Heal purchased an island as a gift for his wife, and resold it at a profit in 1954. Mr. Heal was a real estate broker, and although he did not speculate in real estate in his own name, he did have two companies which carried on real estate transactions. Under ordinary circumstances, Mr. Heal would probably be taxed on all profits from real estate transactions.

However, he was able to satisfy the Tax Appeal Board that there was no business motive either at the time of purchase, or at the time of sale of the island. Mr. Heal stated that he purchased the island as a summer residence because he thought that his wife admired it. His wife stated that at the time of the sale, they had two small children, and that the island would therefore be unsuitable for them. She also pointed out that there was a good deal of poison ivy on the island, and this alone would have prevented them from using the property as a summer residence, in view of the danger of infection to the children.

In his judgment, the chairman of the board stated that this was one of those marginal or border line cases, and he was giving the benefit to the taxpayer. Accordingly, the appeal was allowed, and the profit on the sale of the island was a tax free capital gain.

Savings Plan

In order that premiums paid under a retirement savings plan be deductible for income tax purposes, it is essential that

the plan be accepted by the Minister for registration within the prescribed time limit. The income tax act now provides that payments made during a year may be deducted providing the plan is registered within sixty days after the end of the taxation year. Thus, in order to claim a deduction for 1959, the retirement savings plan must be registered by February 29, 1960.

The importance of this is illustrated in the case of #643 Versus M.N.R. In that case, the appellant was paying premiums under a combined life insurance and retirement savings plan. The retirement savings portion of the combined plan was arranged so that it would be eligible for registration. It was not until January 20 of the following year that the taxpayer formally made application to his company for registration. Due to a revision of the medical premium which was applicable in his case, the necessary forms were not mailed to him until April 23. On April 30, he returned the forms which were received by the company on May 2. Owing to the time required to process the necessary forms, the retirement savings plan was not accepted by the Minister until June 6.

The taxpayer claimed a deduction for amounts paid into the fund during the year, however, these were disallowed on assessment by the department. The taxpayer appealed, and the board ruled that although the plan complied with all the requirements it was not officially stamped with the required seal within the prescribed time limit. Accordingly, the appeal was dismissed.

Fringe Benefits

If I receive any special allowances or benefits from my employer in addition to my salary, must I pay tax on such benefits?—J.G., Toronto.

The general rule is that all allowances, and all benefits which can be measured in terms of money, must be included in income for tax purposes. For example, free board and lodging, or an allowance for living expenses must be included in income. There are many exceptions however. The following are some of the exempt items.

Payments by an employer into a registered pension plan, group insurance plan, medical services plan, or supplementary unemployment benefit plan. Also there are specific exemptions for allowances to cover expenses in carrying out certain duties of employment, one example of which is travelling expenses. The employer will usually have checked with the Department in these matters and the taxable portion will have been included on the T-4 slip.

When is a Right a DUTY?

Today everyone enjoys as his birthright, privileges which once were the possession of only a few. But his birthright also includes responsibilities with respect to the privileges he enjoys.

Education is one of the privileges which carry responsibilities. All of us have the responsibility, for example, of helping to ensure that every young person has the opportunity to complete his education, and of seeing that the quality of instruction at our schools and colleges is maintained at a high level.

Sun Life Assurance Company of Canada is preparing, for free distribution, a series of booklets on educational matters of importance. These booklets, issued as a public service, discuss problems in which all of us share responsibility. Inquiries about this series should be addressed to:
VALUES IN EDUCATION,
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Point of View:

Book Buying: The Unpatriotic Mr. Davidson

by J. G. McClelland

MOST THOUGHTFUL people would agree than one mark of the mature, civilized community is the presence of a good book store. One need not be a world traveller to learn this. Shameful evidence of the materialistic cultural wasteland that is North America is the scarcity of such stores. As usual, muddle-headed Canadians rationalize away the problem because our record is slightly better on a per capita basis than that of our neighbours to the south.

I would judge from his tone of sweet reasonableness that your correspondent, Mr. Davidson, [SN Oct. 24] considers himself a thinking man. He wants a thinking man's book shop. Because he happens to know the price of books in England, the shop he wants would have a wide selection of books available and the prices would be comparable to those that prevail in the U.K. In order to save some money Mr. Davidson chooses to buy his books in England. Mr. Davidson admits to pangs of conscience, to a feeling of unpatriotism. Don't feel too badly, Mr. Davidson, for our fair country is burdened with thousands of unpatriotic citizens. You are not alone.

You suggest, in fact, that Canadian booksellers might be "shaken up" if they could find out how many Canadian clergy run substantial accounts with English booksellers. Ha! The clergymen, if you will pardon the term, are a drop in the bucket. What about the university professors (usually the worst offenders), the teachers, the doctors and the lawyers, and the English immigrants; yes, and even a few librarians. There are a lot of people who don't want to pay the price of being Canadian.

It would be rather obvious, and I should think unnecessary for me to remind you, that you could buy bread and milk for your children more cheaply in the U.K.; your rent would be a good deal less; indeed your whole cost of living would be reduced to a degree almost equal to the reduction that you would accept in your income. I'm not going to suggest that you go to England to live. I think we want you here, for you undoubtedly contribute to our society, even to our cultural life, in other ways.

Where is a solution to be had? If you and those like you bought your books in Canada, more and better book shops would be a direct result. It is logical, and all the more a pity, that the very people who are most inclined to buy their books outside of Canada are the people, who, through their custom, would create the best book shops here. These are the people who, because of their occupations or their backgrounds, are keenly interested in books, are users of books, and inevitably are molders of public opinion.

Should we create artificial barriers through tariffs or other means to force you to buy your books in Canada? I don't think so. Our Canadian government, representing our people, has never placed a very high price on culture. Until the recent formation of the Canada Council, the work of our Royal Society and other learned groups was financed almost entirely in the U.S.A. But leaving all that aside, UNESCO has made a strong plea for the free exchange of culture, of ideas, and particularly of books. Even though the possibility of developing an indigenous culture might be forfeited as a result (and remember that Canada does not have the protection of an independent geographical location), I think even this would be more desirable than the creation of artificial barriers.

Is price equalization a solution? It could be. If books were obtainable as cheaply in Canada as in the U.K., the problem would disappear. Unfortunately, this is unlikely to come about. Books are a highly speculative and relatively unprofitable commodity. Distribution costs in relation to retail value are high. There are probably very few products the price of which is so acutely affected by the built-in and inevitable factors of basic Canadian economic life.

English books are always more expensive if purchased here rather than in the U.K., and American books are generally so. It is not too surprising in turn to find that Canadian books are usually more expensive in the U.S.A. and even in England. There are exceptions such as the one that Mr. Davidson cited, but this can usually be explained as an attempt by some Canadian publisher to gain distribution that would otherwise be impossible, by selling at or below cost.

Every time the price of imported books is questioned in Canada the probability of profiteering is brought forward. Let me say that if anyone can find a profiteer in the Canadian book industry at any level from the author to the retailer, they will have located a genius.

It is my knowledge that the book industry in Canada is, for the most part, peopled with devoted and dedicated individuals who continue to make a great personal sacrifice in the interests of good books. Permit me one example. I know of a girl who recently gave up a good teaching job to accept a position with a publishing house. Her salary was cut almost in half, her total of working hours was more than doubled. I don't think that she is an idiot, nor do I think that she is necessarily altruistic, but she is certainly typical of the book trade. If this is so, some will say, management must be inefficient. I don't think this is so. The field is a competitive one. Management is more efficient or no less inefficient than management in most other fields. The logistics problem involved in the distribution of books would bring tears to the eyes of the most hardened supply sergeant.

Is the solution then simply to build more and better book stores? It could be, but these will come into existence very slowly as long as the Davidsons continue to buy outside the country. The problem as to whether the good customer creates the good book store or vice versa is about as easy to settle as the egg-hen controversy. Considering the economics of the position, I think the good customer has to come first. I am convinced that the good customer creates a good store. The most efficient stores in Canada in my experience are the liquor stores. They are clean and neat, efficient, and as far as I know, they are seldom out of stock of any individual item. If Canadians weren't such good customers I am sure the outlets would be less efficient.

You ask how you can help. I think you can play some part by buying your books in Canada and by encouraging your friends to do the same. The satisfaction of being a responsible Canadian should more than compensate for the additional cost. The alternative is to continue to buy your books in England and directly from New York as well (yes, occasionally you can save money this way too, although we do try to keep it a secret). Your children will be able to do the same. Indeed, they may be forced to, because Canadian book stores could well become extinct.

ANSWER TO PUZZLER

14 years.

Another adventure
in one of the 87 lands
where Canadian Club is
"The Best in The House"

Five feet of Barracuda menace American skin-diver Jim Thorne (left) as he explores sunken treasure hulk on reef off the Florida keys. Patrolling school of 'cuda would ordinarily present no danger.

Gold Doubloon found by veteran treasure diver Art McKee (left) lures skin-diver Jim Thorne down for look-see.

Glint of Gold in hands of McKee brings lightning-like charge of the big barracuda. McKee dropped the gold fast.

Barracuda puts crimp in sunken treasure hunt

"Most skin-divers laugh off the barracuda as 'harmless,' but a 'harmless' 'cuda gave me some anxious moments," writes Jim Thorne, a friend of Canadian Club. "With treasure diver Art McKee, I was probing an old wreck on a Florida reef. Art had proof of treasure down there. The barracuda were just curious, nothing to worry about. Or so we thought. When we found treasure, I discovered how unpredictable a 'cuda can be. Probably attracted by the glitter of gold in Art's hand, one of the big fish rushed him. Startled, he dropped the doubloons. And a lucky thing. The 'cuda verred to follow the coins and missed Art. We hastily swam up to the yacht where another kind of treasure awaited us . . . Canadian Club! That was no surprise for I find Canadian Club most everywhere I travel."

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